

Schedule 8

Personnel Licensing

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SUBPART A: GENERAL LICENSING REQUIREMENTS

8.001 APPLICABILITY

(a) This Schedule prescribes the—

- (1) Requirements for issuing airman licenses, and ratings; and authorisations to those licenses, as applicable;
- (2) Conditions under which those licenses, ratings, and authorisations are necessary; and
- (3) Privileges and limitations of holders of those licenses, ratings, and authorisations.

Note: Some licences require a current aviation medical certificate in order to exercise the privileges of licences. The requirements for the aviation medical certificate are provided in Schedule 8.

- (4) Medical standards and certification procedures of the Bahamas for medical assessment and issuance of medical certificates.

(b) This Schedule is applicable to all persons—

- (1) Seeking licences under the civil aviation regulations of the Bahamas and the persons and organizations that provide and supervise the required training, experience and authorisations.
- (2) Holding licences issued by the the Bahamas for which medical certificates are required for the validity of the licence.
- (3) Providing medical evaluations, accredited medical conclusions, and special evaluations for operational competency.

8.005 DEFINITIONS

(a) For the purpose of this Schedule, the following definitions shall apply—

Note: Additional aviation-related terms are defined in Schedule 1 of these regulations.

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

Aircraft — category. Classification of aircraft according to specified basic characteristics, e.g. aeroplane, helicopter, glider, lighter-than-air, powered-lift.

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

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

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

Airman. This term refers to—

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

Airmanship. The consistent use of good judgement and well-developed knowledge, skills and attitudes to accomplish flight objectives

Approved training. Training carried out under special curricula and supervision approved by a Contracting State.

- Approved training organisation (ATO).** An organisation approved by and operating under the supervision of the Authority and in accordance with Schedule 9, to perform to perform approved training.
- Aviation Medical Center.** A medical organisation approved by the Authority that is authorised to conduct the required medical assessments of aviation personnel and make recommendations for the issuance of the medical certificates of this Schedule.
- Co-pilot or "Second-in-Command."** A licenced pilot serving in any piloting capacity other than as pilot-in-command but excluding a pilot who is on board the aircraft for the sole purpose of receiving flight instruction.
- Complex aeroplane.** An aeroplane having retractable landing gear (except in seaplanes), flaps, and a controllable propeller.
- Competency.** A combination of skills, knowledge and attitudes required to perform a task to the prescribed standard.
- Competency element.** An action that constitutes a task that has a triggering event and a terminating event that clearly defines its limits, and an observable outcome.
- Competency unit.** A discrete function consisting of a number of competency elements.
- Co-pilot.** A licenced pilot serving in any piloting capacity other than as pilot-in-command but excluding a pilot who is on board the aircraft for the sole purpose of receiving flight instruction. A second in command (SIC) is a co-pilot.
- Credit.** Recognition of alternative means or prior qualifications.
- Cross-country.** A flight between a point of departure and a point of arrival following a pre-planned route using standard navigation procedures.
- Cross-country time.** That time a pilot spends in flight in an aircraft which includes a landing at a point other than the point of departure and, for the purpose of meeting the cross-country time requirements for a private pilot licence (except with a rotorcraft rating), commercial pilot licence, or an instrument rating, includes a landing at an aerodrome which must be a straight-line distance of more than 50 nautical miles from the original point of departure.
- Dual instruction time.** Flight time during which a person is receiving flight instruction from a properly authorised pilot on board the aircraft.
- Error.** An action or inaction by an operational person that leads to deviations from organizational or the operational person's intentions or expectations.
- Error management.** The process of detecting and responding to errors with countermeasures that reduce or eliminate the consequences of errors and mitigate the probability of further errors or undesired aircraft states.
- Flight review.** A review of the knowledge and flight skills appropriate to the pilot licence and ratings conducted by a licenced instructor in a instructional atmosphere.
- Flight simulation training device.** Any one of the following three types of apparatus in which flight conditions are simulated on the ground—
- (i) **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, etc. aircraft systems control functions, the normal environment of flight crew members, and the performance and flight characteristics of that type of aircraft are realistically simulated;
 - (ii) **A flight procedures trainer**, which provides a realistic flight deck environment, and which simulates instrument responses, simple control functions of mechanical, electrical, electronic, etc. aircraft systems, and the performance and flight characteristics of aircraft of a particular class;
 - (iii) **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. See Flight Simulation Training Device.

Flight training. Training, other than ground training, received from an authorised instructor in flight in an aircraft.

High-performance aeroplane. An aeroplane with an engine of more than 200 horsepower.

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

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

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

Likely. In the context of the medical provisions of this Schedule, “likely” means with a probability of occurring that is unacceptable to the medical assessor.

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

Medical assessor. A physician, appointed by the Authority, qualified and experienced in the practice of aviation medicine and competent in evaluation and assessing medical conditions of flight safety significance.

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

Operating position. An air traffic control function performed within or directly associated with a control facility.

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

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

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

Problematic use of substances. The use of one or more psychoactive substances by aviation personnel in a way that:—

- (i) Constitutes a direct hazard to the user or endangers the lives, health or welfare of others; and/or
- (ii) Causes or worsens an occupational, social, mental or physical problem or disorder.

Psychosis. A mental disorder in which the individual has manifested delusions, hallucinations, grossly bizarre or disorganised behaviour, or other commonly accepted symptoms of this condition; or the individual may reasonably be expected to manifest delusions, hallucinations, grossly bizarre or disorganised behaviour, or other commonly accepted symptoms of this condition.

Psychoactive substance. Alcohol, opioids, cannabinoids, sedatives and hypnotics, cocaine, other psychostimulants, hallucinogens, and volatile solvents, whereas coffee and tobacco are excluded.

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

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

Rendering (a licence) valid. The action taken by the Authority to accept the licence of another ICAO Contracting State (of ICAO) as—

- (i) An alternative to issuing its own licence; or
- (ii) The basis for issuing its own licence.

Significant. In the context of the medical provisions in this Schedule, “significant” means to a degree or of a nature that is likely to jeopardize flight safety

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

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

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

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

8.010 ACRONYMS

(a) The following acronyms and abbreviations are used in this Schedule—

AME – Aviation Medical Examiner

AMO – Approved Maintenance Organisation

AMT – Aviation Maintenance Technician

AOC – Air Operator Certificate

ARS – Aviation Repair Specialist

ATO – Aviation Training Organisation

cm – centimetre(s)

dB – decibels (relative to as 1 microPascal)

IA – Inspection Authorisation

IFR – Instrument Flight Rules

ICAO – International Civil Aviation Organisation (Civil Aviation Law)

PIC – Pilot In Command

SIC – Second In Command

VFR – Visual Flight Rules

SUBPART B: LICENCES, RATINGS & AUTHORISATIONS

8.015 APPLICABILITY

(a) This Subpart describes the licences, ratings and pilot authorisations issued by the Authority and prescribes the requirements for testing and validating such licences, ratings, and authorisations.

8.020 GENERAL

(a) No person may be issued any licence or rating unless they meet the requirements of this Schedule or another applicable Schedule of the Civil Aviation Safety Regulation in respect of age, knowledge, experience, flight instruction, skill and medical fitness that are specified for that licence or rating.

(b) No person may be issued any licence or rating unless they have satisfactorily demonstrated, in a manner determined by the Authority, their ability to meet the requirements for knowledge and skill as are specified for that licence or rating.

(c) No person may be issued an aircraft category, class or type rating on a pilot licence unless that rating reflects the appropriate category, class, or type aircraft used to demonstrate skill and knowledge for its issuance.

8.025 LICENCES AUTHORISED TO BE ISSUED

- (a) The Authority may issue the following licences under this Schedule—
- (1) Student Pilot
 - (2) Private Pilot
 - (3) Commercial Pilot
 - (4) Multi-Crew Pilot
 - (5) Airline Transport Pilot.
 - (6) Flight Instructor
 - (7) Ground Instructor
 - (8) Flight Engineer
 - (9) Flight Navigator
 - (10) Parachute Rigger
 - (11) Aviation Maintenance Technician
 - (12) Aviation Repair Specialist
 - (13) Flight Dispatcher
 - (14) Cabin Crew Member
 - (15) Student Air Traffic Controller
 - (16) Air Traffic Controller
 - (17) Aeronautical Station Operator

Note: The privileges associated with these licences are contained in 8.045

8.027 PRIVILEGES OF THESE LICENCES: GENERAL

- (a) *General.* No person may exercise privileges in aviation for which a licence is required under the Civil Aviation Safety Regulations unless that licence was issued in accordance with the specifications of this Schedule and/or, where applicable, the Standards of Annex 1 of the International Civil Aviation Organization.

8.030 PRIVILEGES & LIMITATIONS: CREW MEMBERS & DISPATCHERS

- (a) *Pilot, Flight Engineer and Flight Instructor licences.* The privileges of these licences are contained in Subpart C to Schedule 10.
- (b) *Cabin Crew Members.* The privileges of these licences are contained in Subpart B to Schedule 13.
- (c) *Flight Dispatchers.* The privileges of this licence may be exercised as authorised in Schedule 16.

8.035 PRIVILEGES & LIMITATIONS: MAINTENANCE PERSONNEL

- (a) *Aircraft Maintenance Technician, Inspection authorisation and Aircraft Repair Specialist.* The privileges of these licences are contained in Subpart G to Schedule 5.

8.040 AIR TRAFFIC CONTROLLER PRIVILEGES & LIMITATIONS

- (a) *Air Traffic Controller.* The privileges of the holder of an air traffic controller licence—
- (1) Endorsed with one or more of the undermentioned ratings shall be—
 - (i) *Aerodrome control rating:* to provide or to supervise the provision of aerodrome control service for the aerodrome for which the licence holder is rated;
 - (ii) *Approach control rating:* to provide or to supervise the provision of approach control service for the aerodrome or aerodromes for which the licence holder is rated, within the airspace or portion thereof, under the jurisdiction of the unit providing approach control service;
 - (iii) *Approach radar control rating:* to provide and/or supervise the provision of approach control service with the use of radar or other surveillance systems for the aerodrome or aerodromes for

which the licence holder is rated, within the airspace or portion thereof, under the jurisdiction of the unit providing approach control service; subject to experience and skill requirements the privileges shall include the provision of surveillance radar approaches;

- (iv) *Approach precision radar control rating*: to provide and/or supervise the provision of precision approach radar service at the aerodrome for which the licence holder is rated;
 - (v) *Area control rating*: to provide and/or supervise the provision of area control service within the control area or portion thereof, for which the licence holder is rated; and
 - (vi) *Area radar control rating*: to provide and/or supervise the provision of area control service with the use of radar, within the control area or portion thereof, for which the licence holder is rated.
- (2) Shall not be exercised unless the holder is familiar with all pertinent and current information.
 - (3) Do not allow the holder to conduct instruction in an operational environment unless the Authority has issued a specific authorisation to the holder.
 - (4) With respect to an endorsed rating, become invalid when the holder has ceased to exercise the privileges of that rating for a period exceeding 6 months. The rating will remain invalid until the holder re-establishes competency.
- (b) Student Air Traffic Controller.
- (1) Student air traffic controllers may not be used in an operational environment unless appropriate measures to ensure that student air traffic controllers do not constitute a hazard to air navigation.
 - (2) A student air traffic controller shall not be authorized to receive instruction in an operational environment unless that student air traffic controller holds a current Class 3 Medical Assessment.

8.045 PRIVILEGES & LIMITATIONS: OTHER LICENSES

(a) Parachute Riggers.

- (1) A licenced senior parachute rigger may—
 - (i) Pack or maintain (except for major repair) any type of parachute for which he or she is rated; and
 - (ii) Supervise other persons in packing any type of parachute for which he or she is rated.
- (2) A licenced master parachute rigger may—
 - (i) Pack, maintain, or alter any type of parachute for which he or she is rated; and
 - (ii) Supervise other persons in packing, maintaining, or altering any type of parachute for which he or she is rated.
- (3) A licenced parachute rigger need not comply with requirements related to facilities, equipment, performance standards, records, recent experience, and seal in packing, maintaining, or altering (if authorised) the main parachute of a dual parachute pack to be used for intentional jumping.

(b) Ground Instructors.

- (1) *Basic Ground Instructor*. A person who holds a basic ground instructor rating is authorised to provide—
 - (i) Ground training in the aeronautical knowledge areas required for the issuance of a private pilot licence or associated ratings;
 - (ii) Ground training required for a private pilot flight review; and
 - (iii) A recommendation for a knowledge test required for the issuance of a private pilot licence.
- (2) *Advanced Ground Instructor*. A person who holds an advanced ground instructor rating is authorised to provide—
 - (i) Ground training in the aeronautical knowledge areas required for the issuance of any licence or rating;
 - (ii) Ground training required for any flight review; and
 - (iii) A recommendation for a knowledge test required for the issuance of any licence.

- (3) *Instrument Ground Instructor.* A person who holds an instrument ground instructor rating is authorised to provide—
 - (i) Ground training in the aeronautical knowledge areas required for the issuance of an instrument rating;
 - (ii) Ground training required for an instrument proficiency check; and
 - (iii) A recommendation for a knowledge test required for the issuance of an instrument rating.
- (4) A person who holds a ground instructor licence is authorised, within the limitations of the ratings on the ground instructor licence, to endorse the logbook or other training record of a person to whom the holder has provided the training or recommendation.
- (c) *Aeronautical Station Operator.* The privileges of the holder of an aeronautical station operator licence shall be to act as an operator in an aeronautical station. Before exercising the privileges of the licence, the holder shall be familiar with all pertinent and current information regarding the types of equipment and operating procedures used at that aeronautical station.

8.050 ISSUANCE OF AIRCRAFT CATEGORY RATINGS

- (a) The Authority may issue the following aircraft category ratings for pilots—
 - (1) Aeroplane.
 - (2) Powered Lift.
 - (3) Rotorcraft.
 - (4) Glider.
 - (5) Lighter-than-air.

8.055 ISSUANCE OF AIRCRAFT CLASS RATINGS

- (a) Class ratings in the following aeroplanes—
 - (1) Single-engine, land.
 - (2) Single-engine, sea.
 - (3) Multi-engine, land.
 - (4) Multi-engine, sea.
- (b) Class ratings in the following rotorcraft—
 - (1) Helicopter.
 - (2) Gyroplane.
- (c) Class ratings in the following lighter-than-air aircraft—
 - (1) Airship.
 - (2) Free balloon.

8.060 ISSUANCE OF AIRCRAFT TYPE RATINGS

- (a) The following type ratings may be issued to a person to exercise the privileges of pilot in command of the following aircraft—
 - (1) Large aircraft, other than lighter-than-air.
 - (2) Large aeroplane cruise relief
 - (3) Small turbojet powered aeroplanes.
 - (4) Small helicopters for operations requiring an airline transport pilot license.
 - (5) Aircraft certified for at least two pilots.
 - (6) Any aircraft considered necessary by the Authority.
- (b) The type ratings of paragraph (a), sub-paragraphs (1),(2),(4) and (5) may be issued for SIC duties in these aircraft.

- (c) When a type rating is issued limiting the privileges to act as co-pilot (SIC), or limiting the privileges to act as pilot only during the cruise phase of the flight, such limitation shall be endorsed on the license.
- (d) Type ratings may be issued to a flight engineer who has qualified on the specific type of aircraft.
- (e) All limitations applicable to the exercise of the type rating shall be entered on the licence.
- (f) Special endorsements for aircraft type ratings may be issued to persons to exercise the privileges of PIC or SIC during commercial air transport operations in aircraft of less than 12,500 lbs.

8.065 ISSUANCE OF AIRCRAFT INSTRUMENT RATINGS

- (a) The Authority may issue instrument ratings in the following aircraft—
 - (1) Instrument – Aeroplane.
 - (2) Instrument – Helicopter.

8.070 ISSUANCE OF FLIGHT INSTRUCTOR CATEGORY & CLASS RATINGS

- (a) The Authority may issue the following ratings for flight instructor—
 - (1) Aeroplane Single Engine.
 - (2) Aeroplane Multi-Engine.
 - (3) Aeroplane Type Rating
 - (4) Rotorcraft-Helicopter.
 - (5) Powered-Lift.
 - (6) Glider.
 - (7) Instrument – Aeroplane.
 - (8) Instrument – Helicopter.

8.075 ISSUANCE OF FLIGHT ENGINEER CATEGORY RATINGS

- (a) The Authority may issue the following ratings for flight engineers—
 - (1) Reciprocating engine powered;
 - (2) Turbopropeller powered; and
 - (3) Turbojet powered.

8.080 ISSUANCE OF GROUND INSTRUCTOR RATINGS

- (a) The Authority may issue the following ratings for ground instructors—
 - (1) Basic.
 - (2) Advanced.
 - (3) Instrument.
 - (4) Flight simulation training
 - (5) Any other specialized ratings as may be determined necessary by the Authority

8.085 ISSUANCE OF AVIATION MAINTENANCE TECHNICIAN CATEGORY RATINGS

- (a) The Authority may issue the following ratings for aircraft maintenance technicians—
 - (1) Airframe.
 - (2) Powerplant.

8.090 ISSUANCE OF AVIATION MAINTENANCE TECHNICIAN TYPE RATINGS

- (a) The Authority may issue the following ratings for aviation maintenance technicians—
 - (1) Aircraft type ratings for aircraft with a takeoff gross weight of more than 5700 kg.
 - (2) Powerplant type ratings for powerplants on aircraft with a takeoff gross weight of more than 5700 kg.
 - (3) Other specialized ratings as may be determined by the Authority.

8.095 ISSUANCE OF AVIATION REPAIR SPECIALIST CATEGORY RATINGS

- (a) The Authority may issue the following ratings for aviation repair specialists—
- (1) Propellers.
 - (2) Avionics.
 - (3) Instrument.
 - (4) Computer.
 - (5) Accessories.
 - (6) Experimental Aircraft Builder
 - (7) Any other specialized ratings as may be determined necessary by the Authority

8.100 ISSUANCE OF PARACHUTE RIGGER TYPE RATINGS

- (a) The Authority may issue the following type ratings for parachute riggers—
- (1) Seat.
 - (2) Back.
 - (3) Chest.
 - (4) Lap.

8.105 ISSUANCE OF AIR TRAFFIC CONTROLLER RATINGS

- (a) The Authority may issue the following category ratings for air traffic controllers—:
- (1) Aerodrome control rating;
 - (2) Approach control rating;
 - (3) Approach radar control rating;
 - (4) Approach precision radar control rating;
 - (5) Area control rating; and
 - (6) Area radar control rating.
- (b) The Authority may i

8.110 AUTHORISATIONS ISSUED BY SPECIAL ENDORSEMENT

- (a) The Authority may issue the following authorisations for pilot licenses under this Schedule—
- (1) Category II pilot authorisation.
 - (2) Category III pilot authorisation.
 - (3) Flight crew radiotelephone operator authorisation.
- (b) The Authority may issue the following authorisations for flight instructors under this Schedule—
- (1) Flight simulation training
 - (2) Other authorisations for specialized instruction functions as determined necessary..
- (c) The Authority may issue the following authorisations for non-pilot license holders to perform as instructor for other holders of the same license issued under this Schedule—
- (1) Flight engineer
 - (2) Cabin crew member
 - (3) Flight dispatcher
 - (4) Aviation maintenance technician
 - (5) Air traffic controller
- (d) The Authority may issue the following special authorisations for holders of Aviation Maintenance Technicians under this Schedule—
- (1) AMT Inspection authorisation
 - (2) Other authorisations for specialized inspection functions as determined necessary..

- (e) The Authority may issue other specialized authorisations for license holders as determined to be necessary to ensure a safe and efficient aviation environment.

8.115 DURATION OF LICENCES, RATINGS & AUTHORISATIONS

- (a) Except as shown in this Section, the Authority issues all licences to expire 12 calendar months from the date issued.
- (b) After the date of issuance, the following licenses are valid for a period of—
- (1) 12 calendar months: for all licenses issued on the basis of validation of a foreign license;
 - (2) 24 calendar months—
 - (i) Flight Instructor;
 - (ii) Cabin crew member licenses; and
 - (iii) Parachute rigger licenses;
 - (iv) Air Traffic Controller.
 - (3) 60 calendar months—
 - (i) Pilot licenses, other than student pilots;
 - (ii) Flight engineer licences;
 - (iii) Flight instructor licences;
 - (iv) Ground Instructor licenses;
 - (v) Flight dispatcher licenses;
 - (vi) Aviation maintenance technician licenses.
- (c) *Category II and III Pilot authorisation.* A Category II or III pilot authorisation expires at the end of the 6 calendar month after the month in which it was issued or renewed.
- (d) *Aviation Repair Specialist licence—*
- (1) An aviation repair specialist licence issued on the basis of employment is effective until the holder of that licence is relieved from the duties for which the holder was employed and licenced.
 - (2) An aviation repair specialist licence with a rating of experimental aircraft builder issued on the basis of being the primary builder of the aircraft is effective until the holder of that licence is no longer the primary builder of the experimental aircraft specifically identified on the licence.
- (e) *Air Traffic Controller licence—*
- (1) No person, having ceased to exercise the privileges of an air traffic controller rating for a period of 90 days may exercise the privileges that rating until their ability to exercise the privileges of the rating has been re-established.
 - (2) No person may continue to exercise the privileges of an air traffic controller rating after a period of 12 concurrent months unless they have satisfactorily completed a competency check of their performance.
 - (3) No person may exercise the privileges of an air traffic controller rating unless that person has familiarized them self with all pertinent and current information.
 - (4) No person may carry out instruction for an air traffic control rating in an operational environment unless such person has received proper authorisation from the Authority.

8.120 SPECIAL LIMITATIONS TO LICENCES, RATINGS & AUTHORISATIONS

- (a) The Authority may issue to an applicant who cannot comply with certain eligibility requirements or areas of operations required for the issue of a licence because of physical limitations, or for other reasons, a licence, rating, or authorisation with an appropriate limitation provided the—
- (1) Applicant is able to meet all other certification requirements for the licence, rating, or authorisation sought;

- (2) Physical limitation, if any, has been recorded with the Authority on the applicant's medical records; and
 - (3) Authority determines that the applicant's inability to perform the particular area of operation will not adversely affect safety.
- (b) The Authority may remove a limitation placed on a person's licence provided that person demonstrates to an examiner or inspector satisfactory proficiency in the area of operation to which the limitation applies, or otherwise shows compliance with conditions to remove the limitation, as applicable.

SUBPART C: VALIDATION OF FOREIGN LICENCES AND RATINGS

8.125 VALIDATION: GENERAL

- (a) A person who is the holder of a current airman licence issued by another ICAO Contracting State is eligible for consideration for issuance of a Bahamas licence based on the validation of other State's licence subject to the provisions of this Subpart and Subpart G of Schedule 1.
- (b) An applicant for a licence under this Subpart 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 aviation authority that issued that licence.
- (c) That person may apply for and be issued a licence with the appropriate ratings, or have ratings from that licence added to his airman licence, if the applicant—
 - (1) Is not under an order of revocation or suspension by the country that issued the licence;
 - (2) Holds a licence that does not contain an endorsement stating that the applicant has not met all of the standards of ICAO for that licence;
 - (3) Holds a current medical certificate appropriate for the licence and privileges; and
 - (4) Is able to read, speak, write, and understand the Level 4 language proficiency.
- (d) Except in the case of Bahamas citizens—
 - (1) An applicant may use only one foreign licence as a basis for obtaining the licence issued by the Authority.
 - (2) The Authority will place upon a licence issued under this Section pilot's foreign licence number and country of issuance; and
 - (3) An expiration date.
- (e) The Authority will decide, after a review of the applicant's licence, supporting documents, interview and contact with the civil aviation authority of the issuing State, what further showing of knowledge or proficiency will be required.
- (f) *Operating privileges and limitations.* A person who receives a licence under the provisions of this Subpart—
 - (1) Shall be limited to the privileges placed on the licence by the Authority;
 - (2) Shall be subject to the limitations and restrictions on the person's licence issued by the Authority and foreign licence when exercising the privileges of that licence within the Bahamas and with respect to aircraft registered in the Bahamas; and
 - (3) Shall not exercise the privileges of the licence issued by the Authority when the person's foreign licence has been revoked, suspended or otherwise becomes invalid.

8.130 CONVERSION OF LICENCES & RATINGS FOR BAHAMAS CITIZENS

- (a) *General.* A person who is a citizen of the Bahamas and is the holder of a current airman licence issued by another Contracting State is eligible to apply for and be issued a licence with the appropriate ratings, or have ratings from that licence added to his airman licence.

- (b) *Foreign licence no longer applicable for Bahamas operations.* Upon issuance of the Bahamas licence or added ratings by validation, those ratings are—
 - (1) Effective for operations of aircraft registered in the Bahamas regardless of the status of the foreign pilot licence.
 - (2) Subject to the re-examination for fitness as provided in this set of aviation regulations.
- (c) *Same privileges and limitations.* A citizen of the Bahamas who receives a licence or added ratings under the provisions of this Section have the same privileges as those licences and ratings were issued on the basis of a showing of knowledge, competency and proficiency to the Authority.

8.135 VALIDATION OF NON-CITIZENS LICENCES FOR WORK IN THE BAHAMAS

- (a) *General.* A person who is not a citizen of the Bahamas and is the holder of a current licence issued by another Contracting State is eligible to apply for and be issued a licence with the appropriate ratings for the purpose of working in aviation for a Bahamas operator.
- (b) The applicant must prove the need for employment by a Bahamas business or government entity.
- (a) *Ratings issued.* The Authority may place upon the licence that it issues only the ratings listed on that person's foreign licence that are appropriate to the tasks to be performed.

8.140 VALIDATION OF NON-CITIZENS FOR PRIVATE PILOT PRIVILEGES

- (a) *General.* A person who is not a citizen of the Bahamas and is the holder of a current pilot licence issued by another Contracting State is eligible to apply for and be issued a private pilot licence with the appropriate ratings, without any further showing of proficiency.
- (b) *Aircraft ratings issued.* The Authority may place upon a pilot's licence that it issues the aircraft ratings listed on that pilot's foreign pilot licence.
- (c) *Instrument ratings issued.* The Authority may issue an instrument rating on a pilot licence to a person who holds an instrument rating on a licence issued by another Contracting State provided—
 - (1) Within 24 months preceding the month in which the person applies for the instrument rating, the applicant passes the appropriate knowledge test; and
 - (2) The applicant is able to read, speak, write, and understand the Level 4 language proficiency.
- (d) *Operating privileges and limitations.* A person who receives a pilot licence under the provisions of this Section may act as a pilot of a civil aircraft of Bahamas registry in accordance with the private pilot privileges authorised by Schedule 10 of the Civil Aviation Safety Regulations;

8.145 MILITARY PILOTS OR FORMER MILITARY PILOTS: SPECIAL RULES

- (a) Except for a rated military pilot or former rated military pilot who has been removed from flying status for lack of proficiency, or because of disciplinary action involving aircraft operations, a Bahamas citizen who is a rated military pilot or former rated military pilot that meets the requirements prescribed by the Authority within 1 year after discharge from the military may apply, on the basis of his or her military training, for—
 - (1) A commercial pilot licence;
 - (2) An aircraft rating in the category and class of aircraft for which that military pilot is qualified;
 - (3) An instrument rating with the appropriate aircraft rating for which that military pilot is qualified; and
 - (4) A type rating, if appropriate.

SUBPART D: GENERAL TRAINING REQUIREMENTS

8.150 RECORDS OF TRAINING TIME

- (a) Each person shall document and record the following time in a manner acceptable to the Authority:

- (1) Training and aeronautical experience used to meet the requirements for a licence, rating, qualification, authorisation, or flight review of these Schedules.
- (2) The aeronautical experience required to show recent flight experience requirements of these Schedules.

Note: See Schedule 10.101 for flight time to be recorded.

8.155 FLIGHT TRAINING NOT LICENCED BY THE AUTHORITY

- (a) A person may credit flight training toward the requirements of a pilot licence or rating if that person received the training from—
 - (1) A flight instructor of an Armed Force in a programme for training military pilots of either—
 - (i) The Bahamas; or
 - (ii) Another Contracting State; or
 - (2) A flight instructor authorised to give such training by the licensing authority of a Contracting State, provided that the flight training is given outside the Bahamas.
- (b) A flight instructor described in paragraph (a) of this Section is authorised to give only the endorsements to show training given.

8.160 GRADUATES OF APPROVED TRAINING ORGANIZATION: SPECIAL RULES

- (a) The Authority will consider that a person who presents a graduation certificate from a certificate holder under Schedule 9 of the Civil Aviation Safety Regulations and within 60 days after the date of graduation, is considered to have met the applicable aeronautical experience and aeronautical knowledge and areas of operation training requirements of this Schedule appropriate to the rating sought.

8.165 APPROVED USE OF FLIGHT SIMULATION TRAINING DEVICES

- (a) The use of a flight simulation training device for acquisition of experience and demonstration of skill shall be in accordance with the approval of the Authority.
- (b) No credit will be granted for the use of a flight simulation training device for acquisition of experience or demonstration of skill required for the licences and rating of this Schedule except in accordance with that approval.

SUBPART E: GENERAL TESTING REQUIREMENTS

8.170 TESTS: GENERAL PROCEDURE

- (a) Tests prescribed by or under this Schedule are given at times and places, and by persons designated by the Authority.

8.175 KNOWLEDGE TEST: PREREQUISITES AND PASSING GRADES

- (a) An applicant for a knowledge test shall have—
 - (1) Received an endorsement from an authorised instructor certifying that the applicant accomplished a ground-training or a home-study course required by this Schedule for the licence or rating sought and is prepared for the knowledge test; and
 - (2) Proper identification at the time of application that contains the applicant's—
 - (i) Photograph;
 - (ii) Signature;
 - (iii) Date of birth, which shows the applicant meets or will meet the age requirements of this Schedule for the licence sought before the expiration date of the airman knowledge test report; and
 - (iv) Actual residential address, if different from the applicant's mailing address.

(b) The Authority will specify the minimum passing grade for the knowledge test.

8.180 PRACTICAL TEST: PREREQUISITES

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

Note: See Appendix 1 to 8.180 for the eligibility requirements of a practical test.

(b) If an applicant does not complete all increments of a practical test for a licence or rating on one date, the applicant shall complete all remaining increments of the test not more than 60 calendar days after that date.

(c) If an applicant does not satisfactorily complete all increments of the practical test for a licence or a rating within 60 calendar days after beginning the test, the applicant shall retake the entire practical test, including those increments satisfactorily completed.

8.185 PILOT PRACTICAL TESTS: DEMONSTRATION OF SKILL

(a) Except as provided in paragraph (b) of this Section, the Authority will determine an applicant's ability to hold a licence or rating based upon the applicant's demonstration of the ability to perform as pilot-in-command of an aircraft, the procedures and manoeuvres described in this Schedule with a degree of competency appropriate to the privileges granted to the holder of the applicable licence, and to—

- (1) Recognize and manage threats and errors;
- (2) Manually control the aircraft within its limitations at all times;
- (3) Complete all manoeuvres with smoothness and accuracy;
- (4) Exercise good judgement and airmanship;
- (5) Apply aeronautical knowledge; and
- (6) Maintain control of the aircraft at all times in a manner such that the successful outcome of a procedure or manoeuvre is assured.

(b) In addition to the requirements of paragraph (a), the applicant for airline transport licence shall demonstrate the ability to perform as pilot in-command the following skills—

- (1) Pre-flight procedures, including the preparation of the operational flight plan and filing of the air traffic services flight plan;
- (2) Normal flight procedures during all phases of flight;
- (3) Abnormal and emergency procedures and manoeuvres related to failures and malfunctions of equipment, such as powerplant, systems and airframes;
- (4) *For aeroplanes and powered lifts*, procedures and manoeuvres for instrument flight, including simulated engine failure;

(c) The airline transport pilot applicant of an aeroplane certified for operation with a minimum crew of at least two pilots under VFR and IFR shall also be required to demonstrate the following competency as the pilot flying—

- (1) Operation of the aircraft in the mode of automation appropriate to the phase of flight and to maintain awareness of the active mode of automation;
- (2) Effectively communications with other flight crew members to perform procedures for crew coordination, including allocation of pilot tasks, crew cooperation, adherence to standard operating procedures and use of checklists. crew incapacitation.

(d) The multi-crew pilot applicant on an aeroplane certified for operation with a minimum crew of at least two pilots under VFR and IFR shall be required to demonstrate competency as the pilot flying and pilot not flying for the skills included in paragraph (a) and (c) of this section.

(e) If an applicant demonstrates the proficiency with the aid of a SIC pilot, the Authority will place the limitation, "*SIC Required*" on the applicant's airman licence. The applicant may remove the limitation by passing the appropriate practical test and by demonstrating single-pilot competency in that aircraft.

- (f) If an applicant fails any area of operation, that applicant fails the practical test.
- (g) An applicant is not eligible for a licence or rating sought until all the areas of operation are passed.
- (h) The examiner or the applicant may discontinue a practical test at any time—
 - (1) When the applicant fails one or more of the areas of operation; or
 - (2) Due to inclement weather conditions, aircraft airworthiness, or any other safety-of-flight concern.
- (i) If a practical test is discontinued, the Authority may give the applicant credit for those areas of operation already passed, but only if the applicant—
 - (1) Passes the remainder of the practical test within the 60-day period after the date the practical test was begun;
 - (2) Presents to the examiner for the retest the original notice of disapproval form or the letter of discontinuance form, as appropriate;
 - (3) Satisfactorily accomplishes any additional training needed and obtains the appropriate instructor endorsements, if additional training is required.

8.190 PRACTICAL TESTS: REQUIRED AIRCRAFT & EQUIPMENT

- (a) Except when permitted to accomplish the entire flight increment of the practical test in an approved flight simulator or an approved flight training device, an applicant for a licence or rating issued under this Schedule shall furnish an aircraft with the necessary equipment and controls.

Note: See Appendix 1 to 8.190 for required equipment and controls for practical tests.

8.195 LIMITATIONS ON THE USE OF FLIGHT SIMULATION TRAINING DEVICES

- (a) No person may receive credit for the use of any flight simulation training device to satisfy any training, testing, or checking requirement of this Schedule unless that flight simulation training device is approved by the Authority for—
 - (1) The training, testing, and checking for which it is used;
 - (2) Each particular manoeuvre, procedure, or crew member function performed; and
 - (3) 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.

Note: See Appendix 1 to 8.195 for requirements on the use of approved simulators and flight training devices.

8.200 RETESTING AFTER FAILURE

- (a) An applicant for a knowledge or practical test who fails that test may reapply for the test only after the applicant has received—
 - (1) The necessary training from an authorised instructor who has determined that the applicant is proficient to pass the test; and
 - (2) An endorsement from an authorised instructor who gave the applicant the additional training.
- (b) An applicant for a flight instructor licence with an aeroplane category rating or, for a flight instructor licence with a glider category rating, who has failed the practical test due to deficiencies in instructional proficiency on stall awareness, spin entry, spins, or spin recovery shall—
 - (1) Comply with the requirements of paragraph (a) of this Section before being retested;
 - (2) Bring an aircraft to the retest that is of the appropriate aircraft category for the rating sought and is certified for spins; and
 - (3) Demonstrate satisfactory instructional proficiency on stall awareness, spin entry, spins, and spin recovery to an examiner during the retest.

8.205 LANGUAGE PROFICIENCY

- (a) Effective 5 March 2008, persons holding the following licences shall be evaluated by the Authority for their proficiency to speak and understand the language used for radiotelephony—
- (1) Pilots;
 - (2) Flight navigators
 - (3) Air traffic controllers;
 - (4) Aeronautical radio operators
- (b) This language proficiency evaluation shall be accomplished upon initial application and at recurring intervals depending on the proficiency level demonstrated by the applicant.
- (1) The ICAO language proficiency requirements shall be used to accomplish this evaluation.
 - (2) For international flight operations and air traffic control of international flights, the language evaluated shall be English.
 - (3) For flight crew involved in operations limited to the Bahamas, the language proficiency evaluated shall be a language spoken by the aeronautical radio operators and air traffic controllers.
- Note: See Appendix 1 to 8.205 for the ICAO Language Proficiency Requirements.*
- (c) Those persons demonstrating proficiency below the Expert Level (Level 6) shall be formally evaluated at least once every-
- (1) 3 years, for Operational Level (Level 4)
 - (2) 6 years, for Extended Level (Level 5)
- (d) Formal evaluation may not required on recurring intervals for persons who demonstrate expert language proficiency, e.g. native and very proficient non-native speakers with a dialect or accent intelligible to the international aeronautical community, during the initial evaluation

SUBPART F: LICENSING: FLIGHT CREW MEMBERS***Subdivision I: Aircraft Ratings & Pilot Authorisations*****8.210 GENERAL REQUIREMENT**

- (a) To be eligible for an aircraft rating or authorisation to a pilot licence, an applicant shall meet the appropriate requirements of this Subdivision for the aircraft rating or authorisation sought.

8.215 INSTRUMENT RATING REQUIREMENTS

- (a) An applicant for an instrument rating shall—
- (1) Hold a pilot licence with an aircraft category and class rating for the instrument rating sought;
 - (2) Have a minimum demonstrated language proficiency of Level 4 in—
 - (i) The language used by aeronautical stations and air traffic in the region, and
 - (ii) For international operations, English;
 - (3) Hold a Class 1 or 2 medical certificate;
 - (4) Receive a logbook or training record endorsement from an authorised instructor certifying that the person is prepared to take the required practical test;
 - (5) Pass the required knowledge test on the aeronautical knowledge areas, unless the applicant already holds an instrument rating in another category; and
 - (6) Pass the required practical test in—
 - (i) The aircraft category, class, and type, if applicable, appropriate to the rating sought; or
 - (ii) A flight simulator or a flight training device appropriate to the rating sought and approved for the specific manoeuvre or procedure performed.

- (b) *Aeronautical knowledge.* An applicant for an instrument rating shall have received and logged ground training, as prescribed by the Authority, from an authorised instructor on the areas of aeronautical knowledge that apply to the instrument rating.

Note: See Appendix 1 to 8.215 for the aeronautical knowledge requirements.

- (c) *Flight proficiency.* An applicant for an instrument rating shall receive and log, as prescribed by the Authority, training from an authorised instructor in an aircraft, or in an approved flight simulator or approved flight training device, in accordance with paragraph (e) of this Section.

Note: See Appendix 2 to 8.215 for the flight proficiency requirements.

- (d) *Aeronautical experience.* An applicant for an instrument rating shall have logged a minimum of 40 hours of instrument flight time and other required aeronautical experience prescribed by the Authority.

Note: See Appendix 3 to 8.215 for the aeronautical experience requirements.

- (e) *Use of approved flight simulators or approved flight training devices.* If the instrument training was provided by an authorised instructor in an approved flight simulator or an approved flight training device, an applicant may perform a maximum of—

- (1) 20 hours, or
- (2) 30 hours, if the training was accomplished in accordance with a training programme approved under Schedule 9.

8.220 CATEGORY RATINGS

- (a) A pilot seeking a category rating—
- (1) Shall have received the required training and possess the aeronautical experience prescribed by this Schedule for the aircraft category and, if applicable, class and type rating sought;
 - (2) Shall have an endorsement in his or her logbook or training record from an authorised instructor that the applicant has been found competent in the following areas, as appropriate to the pilot licence for the aircraft category and, if applicable, class and type rating sought—
 - (i) Aeronautical knowledge areas.
 - (ii) Areas of operation.
 - (3) Shall pass the practical test applicable to the pilot licence for the aircraft category and, if applicable, class and type rating sought; and
 - (4) Need not take an additional knowledge test, provided the applicant holds an aeroplane, rotorcraft, powered-lift, or airship rating at that pilot licence level.
- (b) Until 10 March 2011, the Authority may endorse a type rating for aircraft of the powered-lift category on an aeroplane or helicopter pilot licence.
- (1) The endorsement of the rating on the licence shall indicate that the aircraft is part of the powered-lift category.
 - (2) The training for the type rating in the powered-lift category shall—
 - (i) Be completed during a course of approved training,
 - (ii) Take into account the previous experience of the applicant in an aeroplane or a helicopter as appropriate; and
 - (iii) Incorporate all relevant aspects of operating an aircraft of the powered-lift category.

8.225 CLASS RATINGS

- (a) A pilot seeking an additional class rating—
- (1) Shall have an endorsement in his or her logbook or training record from an authorised instructor that the applicant has been found competent in the following areas, as appropriate to the pilot licence and for the aircraft class rating sought:

- (i) Aeronautical knowledge areas.
 - (ii) Areas of operation.
- (2) Shall pass the practical test applicable to the pilot licence for the aircraft class rating sought;
 - (3) Need not meet the training time requirements prescribed by this Schedule for the aircraft class rating sought; and
 - (4) Need not take an additional knowledge test, provided the applicant holds an aeroplane, rotorcraft, powered-lift, or airship rating at that pilot licence level.

8.230 TYPE RATINGS

- (a) Except as specified in this paragraph, 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—
 - (1) Shall hold or concurrently obtain an instrument rating that is appropriate to the aircraft category, class, or type rating sought;
 - (2) Shall have gained experience in an aircraft or flight simulator and recorded that experience in his or her logbook or training record showing demonstrated competency in the following areas, as appropriate to the pilot licence for the aircraft category, class and type rating sought—
 - (i) Normal flight procedures and manoeuvres during all phases of flight;
 - (ii) Abnormal and emergency procedures and manoeuvres in the event of failures and malfunctions of equipment, such as powerplant, systems and airframe;
 - (iii) Where applicable, instrument procedures, including instrument approach, missed approach and landing procedures under normal, abnormal and emergency conditions, including simulated engine failure;
 - (iv) Procedures for crew incapacitation and crew coordination including allocation of pilot tasks; crew cooperation and use of checklists.
 - (3) Shall pass the practical test applicable to the pilot licence for the aircraft category, class, and type rating sought; demonstrating—
 - (i) The skill and knowledge required for the safe operation of the applicable type of aircraft, relevant to the duties of a pilot-in-command or a co-pilot as applicable; and
 - (ii) At the airline transport pilot licence level, an extent of knowledge required by the Authority.
 - (4) Except as provided for in paragraphs (e) and (f), shall perform the practical test under instrument flight rules;
 - (5) Need not take an additional knowledge test, provided the applicant holds an aeroplane, rotorcraft, powered-lift, or airship rating on their pilot licence; and
 - (6) In the case of a pilot employee of an AOC holder, shall have—
 - (i) Met the appropriate requirements of items (1),(4) and (5) of this paragraph for the aircraft type rating sought; and
 - (ii) Received an endorsement in his or her flight training record from the certificate holder certifying that the applicant has completed the certificate holder's approved ground and flight training programme appropriate to the aircraft type rating sought.
- (b) An applicant for a type rating who provides an aircraft not capable of the instrument manoeuvres and procedures required by the appropriate requirements for the practical test may—
 - (1) Obtain a type rating limited to "VFR only"; and
 - (2) Remove the "VFR only" limitation for each aircraft type in which the applicant demonstrates compliance with the appropriate instrument requirements of this Schedule.
- (c) The Authority may issue to an applicant for a type rating a licence with the limitation "VFR only" for each aircraft type not equipped for the applicant to show instrument proficiency.

- (d) An applicant for a type rating in a multi engine, single-pilot station aeroplane may meet the requirements of paragraph (b) in a multi-seat version of that multi engine aeroplane.
- (e) An applicant for a type rating in a single-engine, single-pilot station aeroplane may meet the requirements of paragraph (b) in a multi-seat version of that single-engine aeroplane.
- (f) Unless the Authority requires certain or all tasks to be performed, the examiner who conducts the practical test may waive any of the tasks for which the Authority approves waiver authority.

8.235 CATEGORY II & III PILOT AUTHORISATION REQUIREMENTS

- (a) *General.* An applicant for a Category II or Category III pilot authorisation shall—
 - (1) Hold a pilot licence with an instrument rating or an airline transport pilot licence;
 - (2) Hold a category and class rating, and type rating, if applicable, for the aircraft for which the authorisation is sought; and
 - (3) Complete the practical test requirements.
- (b) *Experience requirements.* An applicant for a Category II or Category III pilot authorisation shall have at least—
 - (1) 50 hours of night flight time as PIC.
 - (2) 75 hours of instrument time under actual or simulated instrument conditions that may include not more than:
 - (i) A combination of 25 hours of simulated instrument flight time in an approved flight simulator or an approved flight training device; or
 - (ii) 40 hours of simulated instrument flight time if accomplished in an approved course conducted by an appropriately rated ATO.
 - (3) 250 hours of cross-country flight time as PIC.
- (c) Upon passing a practical test for a Category II or III pilot authorisation, a pilot may renew that authorisation for each type of aircraft for which the pilot holds authorisation.
- (d) The Authority may not renew a Category II or Category III pilot authorisation for a specific type aircraft for which an authorisation is held beyond 12 calendar months from the month the applicant satisfactorily passed a practical test in that type aircraft.
- (e) If the holder of a Category II or Category III pilot authorisation passes the practical test for a renewal in the month before the authorisation expires, the Authority will consider that the holder passed it during the month the authorisation expired.

Note: See Appendix 1 to 8.235 for additional requirements concerning Category II and III pilot authorisations.

Note: See Appendix 2 to 8.235 for the practical test requirements for Category II pilot authorisations.

Note: See Appendix 3 to 8.235 for the practical test requirements for Category III pilot authorisations.

8.240 FLIGHT CREW RADIOTELEPHONE OPERATOR ENDORSEMENT

- (a) *General.* Flight crew members are eligible for a radiotelephone endorsement on their pilot or flight engineer licence.
- (b) *Eligibility.* The flight crew member shall—
 - (1) Be at least 16 years of age;
 - (2) Be able to read, write and speak the Level 4 language proficiency;
 - (3) Complete ground instruction from a licenced flight instructor on the radiotelephony knowledge requirements for the specific licence.

- (4) Demonstrate the skill in-flight using radiotelephony techniques required for the specific licence under the observation of a licenced flight instructor;
- (5) Have that flight instructor endorse a records of the satisfactory observation; and
- (6) Present that endorsed record to the Authority for issuance of the flight crew licence endorsement for in-flight radiotelephone privileges.

Subdivision II: Student Pilots

8.245 APPLICABILITY

- (a) This Subdivision prescribes the requirements for the issuance of student pilot licences, the conditions under which those licences are necessary, and the general operating rules and limitations for the holders of those licences.

8.250 STUDENT PILOT ELIGIBILITY REQUIREMENTS: GENERAL

- (a) To be eligible for a student pilot licence, an applicant shall—
 - (1) Be at least 16 years of age for other than the operation of a glider or balloon;
 - (2) Be at least 14 years of age for the operation of a glider or balloon;
 - (3) Be able to read, speak, write, and understand the Portuguese language at a Level 4 proficiency; and
 - (4) When required by Schedule 10, hold at least a Class 1 or 2 medical certificate.

8.255 STUDENT PILOT APPLICATION

- (a) An applicant for a student pilot licence shall apply to the Authority in the form and manner prescribed.

8.260 STUDENT PILOT SOLO REQUIREMENTS

- (a) *Aeronautical knowledge.*
 - (1) A student pilot shall satisfactorily pass an aeronautical knowledge test on the following subjects—
 - (i) Applicable sections of this Schedule and Schedule 10;
 - (ii) Airspace rules and procedures for the aerodrome where the student will perform solo flight; and
 - (iii) Flight characteristics and operational limitations for the make and model of aircraft to be flown.
 - (2) The student's authorised instructor shall—
 - (i) Administer the test; and
 - (ii) At the conclusion of the test, review all incorrect answers with the student before authorising that student to conduct a solo flight.
- (b) *Pre-solo flight training.* Prior to conducting a solo flight, a student pilot shall have—
 - (1) Received and logged flight training for the manoeuvres and procedures of this Section that are appropriate to the make and model of aircraft to be flown; and
 - (2) Demonstrated satisfactory proficiency and safety, as judged by an authorised instructor, on the manoeuvres and procedures required by this Section in the make and model of aircraft or similar make and model of aircraft to be flown.
- (c) *Manoeuvres and procedures for pre-solo flight training.* A student pilot shall receive and log flight training for required manoeuvres and procedures.

Note: See Appendix 1 to 8.260 for required manoeuvres and procedures for a student pilot.

8.265 STUDENT PILOT SOLO CROSS-COUNTRY FLIGHT REQUIREMENTS

- (a) General.
 - (1) Except as provided in paragraph (b) of this Section, a student pilot shall meet the requirements of this Section before—

- (i) Conducting a solo cross-country flight, or any flight greater than 25 nautical miles from the aerodrome from where the flight originated; and
 - (ii) Making a solo flight and landing at any location other than the aerodrome of origination.
 - (2) Except as provided in paragraph (b) of this Section, a student pilot who seeks solo cross-country flight privileges shall—
 - (i) Have received flight training from an authorised instructor on the manoeuvres and procedures of this Section that are appropriate to the make and model of aircraft for which solo cross-country privileges are sought;
 - (ii) Have demonstrated cross-country proficiency on the appropriate manoeuvres and procedures of this Section to an authorised instructor;
 - (iii) Have satisfactorily accomplished the required pre-solo flight manoeuvres and procedures in the make and model of aircraft or similar make and model of aircraft for which solo cross-country privileges are sought; and
 - (iv) Comply with any limitations included in the instructor's endorsement that are required by paragraph (c) of this Section.
 - (3) A student pilot who seeks solo cross-country flight privileges shall have received ground and flight training from an authorised instructor on the cross-country manoeuvres and procedures listed in this Section that are appropriate to the aircraft to be flown.
- (b) *authorisation to perform certain solo flights and cross-country flights.* A student pilot shall obtain an endorsement from an authorised instructor to make solo flights, subject to the following conditions—
 - (1) A student pilot may make solo flights to another aerodrome that is within 25 nautical miles from the aerodrome where the student pilot normally receives training, provided—
 - (i) The authorised instructor who makes the endorsement gave the student pilot flight training at the other aerodrome, and that training included flight in both directions over the route, entering and exiting the traffic pattern, and takeoffs and landings at the other aerodrome;
 - (ii) The student pilot has a current solo flight endorsement.
 - (iii) The instructor has determined that the student pilot is proficient to make the flight; and
 - (iv) The purpose of the flight is to practice takeoffs and landings at that other aerodrome.
 - (2) A student pilot may make repeated specific solo cross-country flights to another aerodrome that is within 50 nautical miles of the aerodrome from which the flight originated, provided—
 - (i) The authorised instructor who gave the endorsement gave the student flight training in both directions over the route, including entering and exiting the traffic patterns, takeoffs, and landings at the aerodrome to be used;
 - (ii) The student has current solo flight endorsements.; and
 - (iii) The student has a current solo cross-country flight endorsement in accordance with paragraph (c) of this Section, except that separate endorsements are not required for each flight made under this paragraph.
- (c) *Endorsements for solo cross-country flights.* Except as specified in paragraph (b)(2), a student pilot shall have the endorsements prescribed in this paragraph for each make and model aircraft the student will fly on each cross-country flight—
 - (1) Student pilot licence endorsement.
 - (i) A student pilot shall have a solo cross-country endorsement placed on the student pilot licence by the authorised instructor who conducted the training.
 - (2) Logbook endorsement.
 - (i) A student pilot shall have a solo cross-country endorsement placed in the student pilot's logbook by the authorised instructor who conducted the training.

- (ii) A licenced pilot who is receiving training for an additional aircraft category and class rating shall have an endorsement placed in the pilot's logbook by the authorised instructor who conducted the training.
- (d) *Manoeuvres and procedures for cross-country flight training.* A student pilot who is receiving training for cross-country flight shall receive and log flight training in the required manoeuvres and procedures.

Note: See Appendix 1 to 8.265 for list of required manoeuvres and procedures.

Subdivision III: Private Pilots

8.270 APPLICABILITY

- (a) This Subdivision prescribes the requirements for the issuance of private pilot licences and ratings, and the conditions under which those licences and ratings are necessary.

8.275 PRIVATE PILOT ELIGIBILITY REQUIREMENTS: GENERAL

- (a) To be eligible for a private pilot licence, a person shall—
 - (1) Be at least 17 years of age for a rating in other than a glider or balloon; or.
 - (2) Be at least 16 years of age for a rating in a glider or balloon; and.
 - (3) Have a minimum demonstrated language proficiency of Level 4 in—
 - (i) The language used by aeronautical stations and air traffic in the region, and
 - (ii) For international operations, English;
 - (4) Hold at least a Class 2 medical certificate;
 - (5) Receive a logbook endorsement for the knowledge test from an authorised instructor who—
 - (6) Conducted the training or reviewed the person's home study on the prescribed aeronautical knowledge areas that apply to the aircraft rating sought; and
 - (7) Certified that the person is prepared for the required knowledge test.
 - (8) Pass the required knowledge test on the prescribed aeronautical knowledge areas.
 - (9) Receive flight training and a logbook endorsement from an authorised instructor who—
 - (10) Conducted the training in the areas of operation that apply to the aircraft rating sought; and
 - (11) Certified that the person is prepared for the required practical test.
 - (12) Meet the aeronautical experience requirements of this Subdivision that apply to the aircraft rating sought before applying for the practical test.
 - (13) Demonstrate the skill level specified in 8.185 for a private pilot to pass the required practical test on the prescribed areas of operation that apply to the aircraft category and class rating sought;
 - (14) Comply with the appropriate sections of this Subdivision that apply to the aircraft category and class rating sought.

8.280 PRIVATE PILOT AERONAUTICAL KNOWLEDGE REQUIREMENTS

- (a) An applicant for a private pilot licence shall receive and log ground training from an authorised instructor on the aeronautical knowledge areas prescribed by the Authority that apply to the aircraft category and class rating sought.

Note: See Appendix 1 to 8.280 for the prescribed private pilot aeronautical knowledge requirements.

8.285 PRIVATE PILOT FLIGHT INSTRUCTION REQUIREMENTS

- (a) An applicant for a private pilot licence shall receive and log ground and flight training from an authorised instructor on the areas of operation prescribed by the Authority.

Note: See Appendix 1 to 8.285 for the private pilot flight instruction requirements.

8.290 PRIVATE PILOT AERONAUTICAL EXPERIENCE REQUIREMENTS

- (a) An applicant for a private pilot licence shall receive and log the minimum qualifying experience requirements prescribed by the Authority.

Note: See Appendix 1 to 8.290 for the minimum requirements for specific categories and classes.

- (b) For a private pilot licence with an aeroplane, rotorcraft, or powered-lift category rating—
- (1) The minimum total hours of flight shall not be less than—
 - (i) At least 40 hours of flight time that includes at least 20 hours of flight training from an authorised instructor, and
 - (ii) 10 hours of solo flight training in the areas of operation prescribed by the Authority,
 - (2) An applicant who has satisfactorily completed a private pilot course conducted by an ATO need have only a total of 35 hours of aeronautical experience.
 - (3) An applicant for a private pilot licence may credit one of the following in an approved flight simulation training device representing the category, class, and type, if applicable, of aircraft appropriate to the rating sought—
 - (i) A maximum of 2.5 hours of training, if received from an authorised instructor other than an ATO; or
 - (ii) A maximum of 5 hours of training if the training is accomplished in a course conducted by an ATO.

8.295 PRIVATE PILOT LICENCE ISSUANCE LIMITATIONS

- (a) The Authority may prescribe limitations that are to be included on the licence based on limited experience of the applicant.

Note: See Appendix 1 to 8.295 for limitations regarding the pilots of balloons.

Subdivision IV: Commercial Pilots**8.300 APPLICABILITY**

- (a) This Subdivision prescribes the requirements for the issuance of commercial pilot licences and ratings, and the conditions under which those licences and ratings are necessary.

8.305 COMMERCIAL PILOT ELIGIBILITY REQUIREMENTS: GENERAL

- (a) To be eligible for a commercial pilot licence, a person shall—
- (1) Be at least 18 years of age;
 - (2) Have a minimum demonstrated language proficiency of Level 4 in—
 - (i) The language used by aeronautical stations and air traffic in the region, and
 - (ii) For international operations, English;
 - (3) If required by Section 10.053 for the category, class and type rating sought, hold a Class 1 medical certificate.
 - (4) Receive a logbook endorsement from an authorised instructor who—
 - (i) Conducted the required ground training or reviewed the person's home study on the aeronautical knowledge areas prescribed by the Authority that apply to the aircraft category and class rating sought; and
 - (ii) Certified that the person is prepared for the required knowledge test that applies to the aircraft category and class rating sought.
 - (5) Pass the required knowledge test on the aeronautical knowledge areas prescribed by the Authority;
 - (6) Receive the required training and a logbook endorsement from an authorised instructor who—

- (i) Conducted the training prescribed by the Authority that apply to the aircraft category and class rating sought; and
 - (ii) Certified that the person is prepared for the required practical test.
- (7) Meet the aeronautical experience requirements of this Subdivision that apply to the aircraft category and class rating sought before applying for the practical test;
- (8) Demonstrate the skill level specified in Section 8.185 for a commercial pilot to pass the required practical test on the prescribed areas of operation that apply to the aircraft category and class rating sought;
- (9) Hold a private pilot licence issued under this Subpart or meet the requirements pertaining to military licences; and
- (10) Comply with all sections of this Subdivision that apply to the aircraft category and class rating sought.

8.310 COMMERCIAL PILOT AERONAUTICAL KNOWLEDGE REQUIREMENTS

- (a) An applicant for a commercial pilot licence shall receive and log ground training from an authorised instructor, or complete a home-study course on the required aeronautical knowledge areas prescribed by the Authority.

Note: See Appendix 1 to 8.310 for specific aeronautical knowledge area requirements.

8.315 COMMERCIAL PILOT FLIGHT INSTRUCTION REQUIREMENTS

- (a) An applicant for a commercial pilot licence shall receive and log ground and flight training from an authorised instructor as prescribed by the Authority to the aircraft category and class rating sought.

Note: See Appendix 1 to 8.315 for detailed requirements concerning training for aircraft category and class ratings sought.

8.320 COMMERCIAL PILOT AERONAUTICAL EXPERIENCE REQUIREMENTS

- (a) An applicant for a commercial pilot licence shall obtain the required flight hours of aeronautical experience prescribed by the Authority.

Note: See Appendix 1 to 8.320 for specific required aeronautical experience

- (b) *ATO exception.* Except when fewer hours are approved by the Authority, an applicant who has satisfactorily completed a commercial pilot course conducted by an ATO need have only the following total aeronautical experience to meet the requirements of this Section
- (1) 190 hours for an aeroplane rating.
 - (2) 150 hours for a helicopter rating.
- (c) *Flight Simulator exception.* An applicant for a commercial pilot licence may credit one of the maximum times for training in an approved flight simulator or approved flight training device representing the applicable category, class, and type of aircraft appropriate to the rating sought—
- (1) 50 hours for an aeroplane rating;
 - (2) 25 hours for a helicopter rating;
 - (3) 50 hours for a helicopter rating in a course conducted by an ATO.

8.325 COMMERCIAL PILOT LICENCE LIMITATIONS

- (a) The Authority shall 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.*"

Note: A pilot may remove this limitation by satisfactorily accomplishing the requirements prescribed by the Authority for an instrument rating in the same category and class of aircraft that has the limitation.

- (b) If an applicant for a commercial pilot licence with a balloon rating takes a practical test in a balloon with an airborne heater, the Authority shall place upon the pilot licence a limitation restricting the exercise of the privileges of that licence to a balloon with an airborne heater.

Note: The pilot may remove this limitation by obtaining the required aeronautical experience in a gas balloon and receiving a logbook endorsement from an authorised instructor who attests to the pilot's accomplishment of the required aeronautical experience and ability to satisfactorily operate a gas balloon.

- (c) If an applicant for a commercial pilot licence with a balloon rating takes a practical test in a gas balloon, the Authority shall place upon the pilot licence a limitation restricting the exercise of the privileges of that licence to a gas balloon.

Note: The pilot may remove this limitation by obtaining the required aeronautical experience in a balloon with an airborne heater and 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.

- (d) When the holder of a commercial pilot licence with an aeroplane, helicopter or powered lift rating reaches his 65th birthday, that licence shall be endorsed with the limitation "No valid for operations in commercial air transport."

Subdivision V: Multi-Crew Pilots (Aeroplane Category)

8.330 APPLICABILITY

- (a) This Subdivision prescribes the requirements for the issuance of a multi-crew (aeroplane category) pilot licence, and the conditions under which those licences and ratings are necessary.

8.335 MULTI-CREW PILOT (AEROPLANE) ELIGIBILITY REQUIREMENTS: GENERAL

- (a) To be eligible for a multi-crew (aeroplane category) pilot licence, a person shall—
- (1) Be at least 18 years of age;
 - (2) Have a minimum demonstrated language proficiency of Level 4 in—
 - (i) The language used by aeronautical stations and air traffic in the region, and
 - (ii) For international operations, English;
 - (3) Hold a Class 1 medical certificate.
- (b) The applicant shall have demonstrated the skills required for fulfilling all the competency units specified in Appendix 1 to 8.335 as pilot flying and pilot not flying, to the level required to perform as a co-pilot of turbine-powered aeroplanes certificated for operation with a minimum crew of at least two pilots under VFR and IFR
- (c) The skill levels of 8.185 will be demonstrated by the applicant. Progress in acquiring these skills shall be continuously assessed.

8.340 MULTI-CREW PILOT (AEROPLANE) KNOWLEDGE REQUIREMENTS

- (a) An applicant for a multi-crew (aeroplane category) pilot licence shall have met the requirements specified in 8.370 for the airline transport pilot licence appropriate to the aeroplane category in an approved training course.

8.345 MULTI-CREW PILOT (AEROPLANE) FLIGHT INSTRUCTION REQUIREMENTS

- (a) An applicant for a multi-crew (aeroplane category) pilot licence shall have completed a course of approved training covering the experience requirements of 8.335

- (b) The applicant shall have received dual flight instruction in all the competency units specified in Appendix 1 to 8.335 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.

8.350 MULTI-CREW PILOT (AEROPLANE) AERONAUTICAL EXPERIENCE REQUIREMENTS

- (a) An applicant for a multi-crew (aeroplane category) pilot licence shall obtain the required flight hours of aeronautical experience, to include:
- (1) Completion of an approved training course not less than 240 hours as pilot flying and pilot not flying of actual and simulated flight.
 - (2) Flight experience in actual flight shall include at least the experience requirements of 8.320, upset recovery training, night flying and flight by reference solely to instruments.
 - (3) In addition to paragraph (2) the applicant shall have gained the experience necessary to achieve the advanced level of competency defined in Appendix 1 to 8.335:
 - (i) In a turbine-powered aeroplane certificated for operation with a minimum crew of at least two pilots, or
 - (ii) In a flight simulation training device approved for that purpose by the Authority.

8.355 MULTI-CREW PILOT (AEROPLANE) LICENCE ISSUANCE LIMITATIONS

- (a) The privileges of the holder of a multi-crew pilot licence shall be limited based on experience and competency acquired.
- (b) *Private pilot privileges.* To exercise all the privileges of the holder of a private pilot licence in the aeroplane category the multi-crew pilot shall have completed all experience requirements of 8.290.
- (c) *Instrument rating privileges.* Before exercising the privileges of the instrument rating in a single-pilot operation in aeroplanes, the licence holder shall have demonstrated an ability to act as pilot-in-command in a single-pilot operation exercised by reference solely to instruments and shall have met the skill requirement of 8.185 appropriate to the aeroplane category.
- (d) *Commercial pilot privileges.* Before exercising the privileges of a commercial pilot licence in a single-pilot operation in aeroplanes, the licence holder shall have:
- (1) Completed in aeroplanes 70 hours, either as pilot-in-command, or made up of not less than 10 hours as pilot-in-command and the necessary additional flight time as pilot-in-command under supervision;
 - (2) Completed 20 hours of cross-country flight time as pilot-in-command, or made up of not less than 10 hours as pilot-in-command and 10 hours as pilot-in-command under supervision, including a cross-country flight totalling not less than 540 km (300 NM) in the course of which full-stop landings at two different aerodromes shall be made; and
 - (3) Met the experience requirements for the commercial pilot licence with the exception of total PIC flight time, and
 - (4) Commercial pilot skill requirements appropriate to the aeroplane category, and
 - (5) An endorsement on his multi-crew pilot licence granting single-pilot commercial privileges.
- (e) When the holder of a multi-crew pilot licence with an aeroplane, helicopter or powered lift rating reaches his 65th birthday, that licence shall be endorsed with the limitation "No valid for operations in commercial air transport."

Subdivision VI: Airline Transport Pilots

8.360 APPLICABILITY

- (a) This Subdivision prescribes the requirements for the issuance of airline transport pilot licences and ratings, and the conditions under which those licences and ratings are necessary.

8.365 ATPL ELIGIBILITY REQUIREMENTS: GENERAL

- (a) To be eligible for an airline transport pilot licence, a person shall—
- (1) Be at least 21 years of age;
 - (1) Have a minimum demonstrated language proficiency of Level 4 in—
 - (i) The language used by aeronautical stations and air traffic in the region, and
 - (ii) For international operations, English;
 - (2) Hold a Class 1 medical certificate or its equivalent.
 - (3) Meet at least one of the following requirements—
 - (i) Hold a valid and current commercial pilot licence and an instrument rating;
 - (ii) Meet the military experience requirements to qualify for a commercial pilot licence, and an instrument rating if the person is a rated military pilot or former rated military pilot of an Armed Force of the Bahamas; or
 - (iii) Hold either a foreign airline transport pilot or foreign commercial pilot licence and an instrument rating issued by another Contracting State.
 - (4) Meet the aeronautical applicable experience requirements of this Subdivision before applying for the practical test;
 - (5) Pass a knowledge test on the applicable aeronautical knowledge areas prescribed by the Authority that apply to the aircraft category and class rating sought;
 - (6) Demonstrate the skill level specified in 8.185 for an airline transport pilot to pass the required practical test on the prescribed areas of operation that apply to the aircraft category and class rating sought;

8.370 ATPL AERONAUTICAL KNOWLEDGE

- (a) *General.* The Authority will administer a knowledge test for an airline transport pilot licence based on the aeronautical knowledge areas prescribed by the Authority appropriate to the aircraft category and class rating sought.

Note: See Appendix 1 to 8.370 for the aeronautical knowledge requirements for airline transport pilot.

- (b) An applicant for an air transport licence shall receive and log ground training from an authorised instructor, or complete a home-study course on the required aeronautical knowledge areas prescribed by the Authority.

8.375 ATPL FLIGHT PROFICIENCY REQUIREMENTS

- (a) An applicant for an airline transport pilot licence in an aeroplane or powered-lift shall have received the dual flight instruction prescribed by the Authority required for the commercial pilot licence and for the issue of the instrument rating for the category of aircraft.

Note: See Appendix 1 to 8.375 for the flight proficiency requirements for airline transport pilot.

- (b) An applicant for an airline transport pilot licence in a helicopter shall have received the dual flight instruction prescribed by the Authority required for the commercial pilot licence.

8.380 ATPL AERONAUTICAL EXPERIENCE: AEROPLANE CATEGORY RATING

- (a) An applicant for an airline transport pilot licence with—
- (1) An aeroplane category rating shall obtain the minimum aeronautical experience of 1,500 hours, including the additional minimum experience prescribed by the Authority.
 - (2) A rotorcraft-helicopter category rating shall obtain the minimum aeronautical experience of 1,000 hours, including the minimum experience prescribed by the Authority.

Note: See Appendix 1 to 8.380 for the break out of the aeronautical experience prescribed for an airline transport rating.

8.385 ADDITIONAL AIRCRAFT CATEGORY, CLASS & TYPE RATINGS

- (a) An applicant for an airline transport licence with a category rating who holds an airline transport pilot licence with another aircraft category rating shall—
- (1) Meet the applicable eligibility requirements;
 - (2) Pass a knowledge test on the applicable aeronautical knowledge areas;
 - (3) Meet the applicable aeronautical experience requirements; and
 - (4) Pass the practical test on the areas of operation.
- (b) *Aircraft type rating.* An applicant for an aircraft type rating to an airline transport pilot licence is not required to pass a knowledge test if that pilot's airline transport pilot licence lists the aircraft category and class rating that is appropriate to the type rating sought.

8.390 ATPL LICENCE LIMITATIONS

- (a) When the holder of an airline transport pilot licence with an aeroplane, helicopter or powered lift rating reaches his 65th birthday, that licence shall be endorsed with the limitation "No valid for operations in commercial air transport."

Subdivision VII: Flight Instructors**8.395 APPLICABILITY**

- (a) This Subdivision prescribes the requirements for the issuance of flight instructor licences and ratings, the conditions under which those licences and ratings are necessary, and the limitations on those licences and ratings.

8.400 FLIGHT INSTRUCTOR ELIGIBILITY REQUIREMENTS: GENERAL

- (a) To be eligible for a flight instructor licence or rating a person shall—
- (1) Be at least 18 years of age;
 - (2) If required for the category of aircraft, hold a Class 1 medical certificate or its equivalent.
 - (3) Have a minimum demonstrated language proficiency of Level 4 in—
 - (i) The language used by aeronautical stations and air traffic in the region, and
 - (ii) For international operations, English;
 - (4) 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, if the person holds a commercial pilot licence and is applying for a flight instructor licence with—
 - (A) An aeroplane category and single-engine class rating; or
 - (B) An instrument rating.
 - (5) Receive a logbook endorsement from an authorised instructor on the fundamentals of instructing prescribed by the Authority appropriate to the required knowledge test;
 - (6) Pass a knowledge test on the areas prescribed by the Authority,
 - (7) Receive a logbook endorsement from an authorised instructor on the areas of operation prescribed by the Authority appropriate to the flight instructor rating sought;
 - (8) Pass the required practical test that is appropriate to the flight instructor rating sought in an—
 - (i) Aircraft that is representative of the category and class of aircraft for the aircraft rating sought; or
 - (ii) Approved 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 ATO.

- (9) Accomplish the following for a flight instructor licence with an aeroplane or a glider rating:
 - (i) Receive a logbook endorsement from an authorised instructor indicating that the applicant is competent and possesses instructional proficiency in stall awareness, spin entry, spins, and spin recovery procedures after receiving flight training in those training areas in an aeroplane or glider, as appropriate, that is certified for spins.
 - (ii) Demonstrate instructional proficiency in stall awareness, spin entry, spins, and spin recovery procedures.
- (10) An examiner may accept the endorsement specified in paragraph (9)(i) of this subsection as satisfactory evidence of instructional proficiency in stall awareness, spin entry, spins, and spin recovery procedures for the practical test, provided that the practical test is not a retest as a result of the applicant failing the previous test for deficiencies in those knowledge or skill areas.
- (11) If a retest is the result of deficiencies in the ability of an applicant to demonstrate the requisite knowledge or skill, the applicant shall demonstrate the knowledge and skill to an examiner in an aeroplane or glider, as appropriate, that is certified for spins.
- (12) Log at least 15 hours as PIC in the category and class of aircraft that is appropriate to the flight instructor rating sought; and
- (13) Comply with the appropriate sections that apply to the flight instructor rating sought.

8.405 FLIGHT INSTRUCTOR AERONAUTICAL KNOWLEDGE

- (a) An applicant for a flight instructor licence shall demonstrate a level of knowledge in subjects prescribed by the Authority appropriate to the privileges requested to be granted.

Note: See Appendix 1 to 8.405 for prescribed flight instructor aeronautical knowledge requirements.

8.410 FLIGHT INSTRUCTOR FLIGHT PROFICIENCY REQUIREMENTS

- (a) An applicant for a flight instructor licence shall—
 - (1) Receive and log flight time as prescribed by the Authority, and

Note: See Appendix 1 to 8.410 for the flight instruction requirements.

 - (2) Have an endorsement from an authorised instructor that the person is proficient to pass a practical test for the flight instructor rating sought.
- (b) An applicant may accomplish the flight training required by this Section—
 - (1) In an aircraft that is representative of the category and class of aircraft for the rating sought; or
 - (2) In a flight simulator or flight training device representative of the category and class of aircraft for the rating sought, and used in accordance with an approved course at an ATO.
- (c) The skill demonstration is that an applicant shall have demonstrated, in the category of aircraft for which flight instructor privileges are sought, the ability to instruct in those areas in which flight instruction is to be given, including pre-flight, post-flight and ground instruction as appropriate.

8.415 [RESERVED]

8.420 ADDITIONAL FLIGHT INSTRUCTOR RATINGS

- (a) An applicant for an additional flight instructor rating on a flight instructor licence shall meet the eligibility requirements prescribed by the Authority that apply to the flight instructor rating sought.
- (b) An applicant for an additional rating on a flight instructor licence is not required to pass the knowledge test on the areas prescribed by the Authority.

8.425 RENEWAL OF FLIGHT INSTRUCTOR LICENCES

- (a) A flight instructor licence that has not expired may be renewed for an additional 24 calendar months if the holder—

- (1) Passes a practical test for—
 - (i) Renewal of the flight instructor licence; or
 - (ii) An additional flight instructor rating; or
 - (2) Presents to the Authority—
 - (i) A record of training students that shows during the preceding 24 calendar months the flight instructor has endorsed at least five students for a practical test for a licence or rating, and at least 80 percent of those students passed that test on the first attempt;
 - (ii) A record that shows that within the preceding 24 calendar months, service as a company check pilot, chief flight instructor, company check airman, or flight instructor in a Schedule 12 operation, or in a position involving the regular evaluation of pilots; or
 - (iii) A graduation certificate showing that the pilot has successfully completed an approved flight instructor refresher course consisting of ground training or flight training, or both, within the 90 days preceding the expiration month of his or her flight instructor licence.
- (b) If a flight instructor accomplishes the renewal requirements within the 90 days preceding the expiration month of his or her flight instructor licence—
- (1) The Authority shall consider that the flight instructor accomplished the renewal requirement in the month due; and
 - (2) The Authority shall renew the current flight instructor licence for an additional 24 calendar months from its expiration date.
- (c) A flight instructor may accomplish the practical test required by paragraph (a)(1) of this Section in an approved course conducted by an ATO.

8.430 EXPIRED FLIGHT INSTRUCTOR LICENCES AND RATINGS

- (a) The holder of an expired flight instructor licence may exchange that licence for a new licence by passing the prescribed practical test.

Subdivision VIII: Flight Engineers

8.435 APPLICABILITY

- (a) This Subdivision prescribes the requirements for issuing flight engineer licences.

8.440 FLIGHT ENGINEER ELIGIBILITY REQUIREMENTS

- (a) To be eligible for a flight engineer licence, a person shall—
- (1) Be at least 18 years of age.
 - (2) Hold a Class 1 medical certificate or its equivalent.
 - (3) Have a minimum demonstrated language proficiency of Level 4;
 - (4) Pass the required knowledge test on the prescribed aeronautical knowledge areas.
 - (5) Meet the aeronautical experience requirements of this Subdivision that apply to the aircraft rating sought before applying for the practical test.
 - (6) Pass a practical test on the areas of operation that apply to the aircraft rating sought.
 - (7) Comply with the appropriate sections of this Subdivision that apply to the aircraft category and class rating sought.

8.445 FLIGHT ENGINEER AERONAUTICAL KNOWLEDGE REQUIREMENTS

- (a) An applicant for a flight engineer licence shall demonstrate a level of knowledge appropriate to the privileges granted to the holder of a flight engineer in subjects prescribed by the Authority.

Note: See Appendix 1 to 8.445 for the aeronautical knowledge requirements prescribed for flight engineers.

- (b) Before taking the knowledge tests prescribed in paragraphs (a) and (b) of this Section, an applicant for a flight engineer licence shall present satisfactory evidence of having completed one of the experience requirements.
- (c) An applicant may take the knowledge tests before acquiring the flight training prescribed by the Authority.
- (d) Except as provided in paragraph (f) of this Section, an applicant for a flight engineer licence or rating shall have passed the knowledge tests required by paragraphs (a) and (b) of this Section since the beginning of the 24th calendar month before the month in which the practical test is taken.
- (e) An applicant who within the period ending 24 calendar months after passing the knowledge test, is employed as a flight crew member or mechanic by the Bahamas AOC holder need not comply with the time limit set in paragraph (d) of this Section if the applicant—
 - (1) Is employed by such a certificate holder at the time of the practical test; and
 - (2) If employed as a flight crew member, has completed initial training, and, if appropriate, transition, upgrade, recurrent training; or
 - (3) If employed as an AMT, meets the recency of experience requirements.
- (f) An AOC holder may, when authorised by the Authority, provide as part of an approved training programme a knowledge test that it may administer to satisfy the test required for an additional rating under paragraph (b) of this Section.

8.450 FLIGHT ENGINEER AERONAUTICAL EXPERIENCE REQUIREMENTS

- (a) The applicant for a flight engineer licence shall present satisfactory evidence showing completion of the practical experience prescribed by the Authority.

Note: See Appendix 1 to 8.450 for the aeronautical experience requirements prescribed for flight engineers.

- (b) Except as otherwise prescribed or approved by the Authority, an applicant for a flight engineer licence shall obtain and log the flight time used to satisfy the aeronautical experience requirements of paragraph (a) of this Section on an aeroplane on which a flight engineer is a required crew member.

8.455 FLIGHT ENGINEER OPERATIONAL EXPERIENCE REQUIREMENTS

- (a) The applicant for a flight engineer licence shall present satisfactory evidence showing completion of the operational experience prescribed by the Authority in the aircraft to be used for the rating sought.

Note: See Appendix 1 to 8.455 for the operational experience requirements prescribed for flight engineers.

8.460 FLIGHT ENGINEER AERONAUTICAL SKILL REQUIREMENTS

- (a) An applicant for a flight engineer licence with a class rating shall pass a practical test prescribed by the Authority on the duties of a flight engineer—
 - (1) In the class of aeroplane for which a rating is sought; and
 - (2) Only on an aeroplane or an approved flight simulator replicating such an aeroplane.

Note: See Appendix 1 to 8.460 for the aeronautical skill requirements prescribed for flight engineers.

8.465 ADDITIONAL FLIGHT ENGINEER AIRCRAFT RATINGS

- (a) To add another aircraft class or type rating to a flight engineer licence, an applicant shall—
 - (1) Pass the knowledge test and practical test that is appropriate to the class of aeroplane for which an additional rating is sought, or
 - (2) Satisfactorily complete an approved flight engineer training programme that is appropriate to the additional class rating sought.

SUBPART G: LICENSING: AIRMEN OTHER THAN FLIGHT CREW MEMBERS**8.470 APPLICABILITY**

- (a) This Subpart prescribes the requirements for issuing the following licences, ratings, and inspection authorisations for—
- (1) Cabin Crew Member;
 - (2) Ground Instructor;
 - (3) Flight Dispatcher;
 - (4) Aviation Maintenance Technician;
 - (5) Aviation Repair Specialist;
 - (6) Parachute Rigger; and
 - (7) Aeronautical Radio Station Operator.

Subdivision I: Cabin Crew Members**8.475 APPLICABILITY**

- (a) This Subdivision prescribes the requirements for the issuance of a cabin crew member licence, the conditions under which those licences and ratings are necessary, and the limitations of those licences and ratings.

8.480 CABIN CREW MEMBER ELIGIBILITY REQUIREMENTS

- (a) To be eligible for a cabin crew member, a person shall—
- (1) Be at least 18 years of age.
 - (2) Have a minimum demonstrated language proficiency of Level 4; and
 - (2) Have a valid Class 2 medical certificate.

8.485 CABIN CREW MEMBER KNOWLEDGE REQUIREMENTS

- (a) The applicant for a cabin crew member licence must complete the training requirements of Schedule 14 with an AOC holder.

8.490 CABIN CREW MEMBER EXPERIENCE REQUIREMENTS

- (a) The applicant for a cabin crew member licence must complete the experience requirements of Schedule 14 with an AOC holder.

8.495 CABIN CREW MEMBER SKILL REQUIREMENTS

- (a) The applicant for a cabin crew member licence shall complete the drills and competency checks required by Schedule 14 with an AOC holder.

Subdivision II: Ground Instructors**8.500 APPLICABILITY**

- (a) This Subdivision prescribes the requirements for the issuance of ground instructor licences and ratings, the conditions under which those licences and ratings are necessary, and the limitations of those licences and ratings.

8.505 GROUND INSTRUCTOR ELIGIBILITY REQUIREMENTS

- (a) To be eligible for a ground instructor licence or rating a person shall—
- (1) Be at least 18 years of age.
 - (2) Have a minimum demonstrated language proficiency of Level 4;

- (3) Except as provided in paragraph (b) of this Section, pass a knowledge test on the fundamentals of instructing to include—
 - (i) The learning process;
 - (ii) Elements of effective teaching;
 - (iii) Student evaluation and testing;
 - (iv) Course development;
 - (v) Lesson planning; and
 - (vi) Classroom training techniques.
 - (4) Pass a knowledge test on the aeronautical knowledge areas prescribed by the Authority for the appropriate rating sought.
- (b) The knowledge test specified in paragraph (a)(3) of this Section is not required if the applicant—
- (1) Holds a ground instructor licence or flight instructor licence issued under this Schedule;
 - (2) Holds a current teacher's certificate issued by a State, county, city, or municipality that authorises the person to teach at an educational level of the 7th grade or higher; or
 - (3) Is employed as a teacher at an accredited college or university.

8.510 GROUND INSTRUCTOR CURRENCY REQUIREMENTS

- (a) The holder of a ground instructor licence may not perform the duties of a ground instructor unless, within the preceding 12 months—
- (1) The person has served for at least 3 months as a ground instructor; or
 - (2) The Authority has determined that the person meets the standards prescribed in this Schedule for the licence and rating.

Subdivision III: Flight Dispatchers

8.515 APPLICABILITY

- (a) This Subdivision prescribes the requirements for issuance of a Flight Dispatcher licence.

8.520 FLIGHT DISPATCHER ELIGIBILITY REQUIREMENTS: GENERAL

- (a) An applicant for an Flight Dispatcher licence shall—
- (1) Be at least 21 years of age;
 - (2) Have a minimum demonstrated language proficiency of Level 4;
 - (3) Have the documented prerequisite experience or training required;
 - (4) Pass the required knowledge test on the prescribed aeronautical knowledge areas;
 - (5) Pass the required practical examination on the areas of operations that apply to the Flight Dispatcher licence.

8.525 FLIGHT DISPATCHER KNOWLEDGE REQUIREMENTS

- (a) An applicant for an Flight Dispatcher shall demonstrate a level of knowledge appropriate to the privileges granted to the holder of an Flight Dispatcher in subjects prescribed by the Authority.

Note: See Appendix 1 to 8.525 for the aeronautical knowledge requirements for Flight Dispatchers.

- (b) The Authority will accept evidence of satisfactory completion of a knowledge test for 24 months after the date the test for eligibility to take the practical test.

8.530 FLIGHT DISPATCHER EXPERIENCE OR TRAINING REQUIREMENTS

- (a) An applicant for an Flight Dispatcher licence shall present satisfactory documentary evidence that the applicant has the experience or training prescribed by the Authority.

Note: See Appendix 1 to 8.530 for the minimum prerequisite experience prescribed by the Authority for Flight Dispatcher applicants.

- (b) An applicant using the completion of an approved course as the basis for the experience must complete the practical exam within 90 days after successful completion of the knowledge exam.

8.535 FLIGHT DISPATCHER SKILL REQUIREMENTS

- (a) An applicant for an Flight Dispatcher licence shall be able to demonstrate the skill requirements prescribed by the Authority

Note: See Appendix 1 to 8.535 for the prescribed skill requirements for Flight Dispatcher applicants.

8.540 FLIGHT DISPATCHER LICENCE ISSUANCE LIMITATIONS

- (a) Unless the applicant has served under the supervision of a licenced Flight Dispatcher for at least 90 working days within the six months immediately preceding the application, the licence will be issued with the limitation "Not valid for unsupervised dispatch of large aircraft in commercial air transport." This limitation will be removed upon presentation to the Authority of completion of this requirement.

Subdivision IV: Aviation Maintenance Technicians

8.545 APPLICABILITY

- (a) This Subdivision prescribes the requirements for issuance of an AMT licence and associated ratings.

8.550 AMT ELIGIBILITY REQUIREMENTS: GENERAL

- (a) An applicant for an AMT licence and any associated rating shall—
- (1) Be at least 18 years of age;
 - (2) Demonstrate the ability to read, write, speak, and understand the [English] language by reading and explaining appropriate maintenance publications and by writing defect and repair statements;
 - (3) Comply with the knowledge, experience, and competency requirements prescribed for the rating sought; and
 - (4) Pass all of the prescribed tests for the rating sought, within a period of 24 months.
- (b) A licenced AMT who applies for an additional rating must meet the prescribed requirements and, within a period of 24 months, pass the prescribed tests for the additional rating sought.

8.555 AMT KNOWLEDGE REQUIREMENTS

- (a) Each applicant for an AMT licence or rating shall, after meeting the applicable experience requirements, pass the applicable knowledge tests covering the subject prescribed by the Authority appropriate to the rating sought and the applicable provisions in Schedule 5.

Note: See Appendix 1 to 8.555 for the prescribed AMT knowledge requirements.

- (b) The applicant shall pass each section of the test before applying for the prescribed oral and practical tests.

8.560 AMT EXPERIENCE REQUIREMENTS

- (a) Each applicant for an AMT licence or rating shall present—
- (1) An appropriate graduation certificate or a certificate of completion from an ATO; or
 - (2) Acceptable documentary evidence of practical experience for the period of time and types of work prescribed by the Authority appropriate to the rating(s) sought.

Note: See Appendix 1 to 8.560 for the prescribed AMT experience requirements.

8.565 AMT PRACTICAL SKILL REQUIREMENTS

- (a) Each applicant for an AMT licence or rating shall have demonstrated the ability to perform those functions applicable to the privileges to be granted by satisfactory accomplishment of an oral and a practical test on the rating he seeks.
- (b) The tests cover the applicant's basic skill in performing practical projects on the subjects covered by the written test for that rating.
- (c) An applicant for a powerplant rating must show his ability to make satisfactory minor repairs to, and minor alterations of, propeller.

8.570 GRADUATES OF APPROVED TRAINING ORGANIZATIONS

- (a) Whenever an ATO school, certified under these Schedules, demonstrates to the Authority that a student is prepared to take the prescribed knowledge tests, that student may take those tests before meeting the applicable experience requirements and before passing the knowledge tests.

Subdivision V: AMT Inspection Authorisations**8.575 APPLICABILITY**

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

8.580 AMT INSPECTION AUTHORISATION ELIGIBILITY REQUIREMENTS: GENERAL

- (a) An applicant for an AMT Inspection authorisation shall comply with all eligibility requirements.
- (b) To be eligible for an Inspection authorisation, an applicant shall—
 - (1) Hold a currently effective and valid AMT licence with both an airframe rating and a powerplant rating, each of which is currently effective and has been in effect for a total of at least 3 years;
 - (2) Have been actively engaged, for at least the 2-year period before the date of application, in the maintenance of certificated aircraft and maintained in accordance with these Schedules;
 - (3) Be employed by an AMO or 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;
 - (4) Have available or immediate access to the equipment, facilities, and inspection data necessary to properly inspect airframes, aircraft engines, propellers, or any related component, part, or appliance;
 - (5) Pass a knowledge test that demonstrates the applicant's ability to inspect according to safety standards for approving aircraft for return to service after major and minor repairs, major and minor modifications, annual inspections, and progressive inspections, which are performed under Schedule 5; and
- (c) An applicant who fails the knowledge test prescribed in paragraph (a)(5) of this section may not apply for retesting until at least 90 days after the date he/she failed the test.

8.585 DURATION OF AUTHORISATION

- (a) Each inspection authorisation expires each 12 calendar months.
- (b) The holder may exercise the privileges of that authorisation only while he/she holds a currently effective AMT licence with both a currently effective airframe rating and a currently effective powerplant rating.
- (c) An inspection authorisation ceases to be effective whenever any of the following occurs:
 - (1) The authorisation is surrendered, suspended, or revoked.
 - (2) The holder no longer has a fixed base of operation.

- (3) The holder no longer has the equipment, facilities, and prescribed inspection data for issuance of his/her authorisation.
- (d) The holder of an inspection authorisation that is suspended or revoked shall, upon the Authority's request, return it to the Authority.

8.590 RENEWAL OF AUTHORISATION

- (a) To be eligible for renewal of an Inspection authorisation for a 1-year period, an applicant shall, within 90 days prior to the expiration of the authorisation, present evidence to an office designated by the Authority that the applicant still meets the requirements and show that, during the current period of authorisation, the applicant has—
 - (1) Performed at least one annual inspection during each 3 month period the applicant held the authorisation;
 - (2) Performed inspections of at least two major repairs or major modifications for each 3 month period the applicant held the authorisation;
 - (3) Performed or supervised and approved at least one progressive inspection in accordance with standards prescribed by the Authority for each 12 month period the applicant held the authorisation;
 - (4) Performed any combination of paragraphs (a)(1) through (a)(3);
 - (5) Successfully completed an Inspection authorisation refresher course or series of courses acceptable to the Authority, of not less than 16 hours of instruction during the 12-month period preceding the application for renewal; or
 - (6) Passed a knowledge test administered by the Authority to determine that the applicant's knowledge of applicable Schedules and standards is current.
- (b) The holder of an inspection authorisation that has been in effect for less than 3 months before the expiration date need not comply with paragraph (a)(1) through (5) of this section.

Subdivision VI: Aviation Repair Specialists

8.595 APPLICABILITY

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

8.600 AVIATION REPAIR SPECIALIST LICENCES: ELIGIBILITY

- (a) An applicant for an aviation repair specialist licence and shall—
 - (1) Be at least 18 years of age;
 - (2) Demonstrate the ability to read, write, and understand the English language by reading and explaining appropriate maintenance publications and by writing defect and repair statements;
 - (3) Be especially qualified to perform maintenance on aircraft or components thereof, appropriate to the job for which he/she was employed;
 - (4) Be employed for a specific job requiring those special qualifications by a maintenance organization certificated under Schedule 6 or a air operator certificated under Schedule 12 that is required by its operating certificate or approved specific operating provisions to provide maintenance, preventive maintenance, or modifications to aircraft approved with a continuous maintenance programme according to its maintenance control manual;
 - (5) Be recommended for certification by his employer, to the satisfaction of the Authority, as being able to satisfactorily maintain aircraft or components, appropriate to the job for which he is employed;
 - (6) Have either;

- (i) At least 18 months of practical experience in the procedures, practices, inspection methods, materials, tools, machine tools, and equipment generally used in the maintenance duties of the specific job for which the person is to be employed and certificated; or
 - (ii) Completed formal training that is acceptable to the Authority and is specifically designed to qualify the applicant for the job on which the applicant is to be employed.
- (7) This section does not apply to the issuance of an aviation repair specialist licence (experimental aircraft builder).

8.605 ARS RATINGS ASSOCIATED WITH MAINTENANCE ORGANIZATIONS

- (a) Ratings for an applicant employed by an approved maintenance organization shall coincide with the rating(s) issued at the approved maintenance organization limited to the specific job for which the person is employed to perform, supervise, or certify for return to service.

Note: At no instance shall an aviation repair specialist licence be issued a rating in which the AMO has not been issued.

- (b) Ratings for an applicant employed by an air operator shall coincide with the approved specific operating provisions and the approved maintenance control manual that identifies the air operator's authorisations limited to the specific job for which the person is employed to perform, supervise, or certify for return to service.

Note: When employed by an air operator with the authorisation to perform and certify for return to service maintenance under an equivalent system in Schedule 12, an aviation repair specialist licence should correspond to the speciality shop or group in which they perform, supervise, or certify for return to service an aircraft component or aircraft. For example, Hydraulic component overhaul, landing gear overhaul, special inspections, non-destructive testing, turbine disc overhaul, etc.

8.610 ARS LICENCE: EXPERIMENTAL AIRCRAFT BUILDER: ELIGIBILITY

- (a) To be eligible for a aviation repair specialist licence (experimental aircraft builder), an individual shall:
- (1) Be at least 18 years of age;
 - (2) Be the primary builder of the aircraft to which the privileges of the licence are applicable;
 - (3) Show to the satisfaction of the Authority that the individual has the requisite skill to determine whether the aircraft is in a condition for safe operations; and
 - (4) Be a citizen of the Bahamas or an individual citizen of a foreign country who has lawfully been admitted for permanent residence in the Bahamas.
- (b) The holder of an aviation repair specialist licence (experimental aircraft builder) may perform condition inspections on the aircraft constructed by the holder in accordance with the operating limitations of that aircraft.

8.615 ARS LICENCES: EXPERIMENTAL AIRCRAFT BUILDER

- (a) The following information shall be required to supplement the rating:
- (1) Aircraft Make.
 - (2) Aircraft Model.
 - (3) Aircraft Serial Number.
 - (4) Certification Date of Aircraft.

Subdivision VII: Parachute Riggers

8.620 APPLICABILITY

- (a) This Subdivision prescribes the requirements for issuance of a parachute rigger licences and ratings.

8.625 PARACHUTE RIGGER ELIGIBILITY REQUIREMENTS: GENERAL

- (a) To be eligible for a parachute rigger licence, a person shall—
- (1) Be at least 18 years of age; and
 - (2) Have a minimum demonstrated language proficiency of Level 4;
 - (3) Comply with the sections of this Subdivision that apply to the licence and type rating he or she seeks.

8.630 SPR: EXPERIENCE, KNOWLEDGE & SKILL REQUIREMENTS

- (a) An applicant for a senior parachute rigger licence shall—
- (1) Present evidence satisfactory to the Authority that he or she has packed at least 20 parachutes of each type for which he or she seeks a rating, in accordance with the manufacturer's instructions and under the supervision of a licenced parachute rigger holding a rating for that type.
 - (2) Pass 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;
 - (iii) The Sections of this Subdivision and
 - (3) Pass an oral and practical test showing the ability to pack and maintain at least one type of parachute appropriate to the type rating sought.

8.635 MPR LICENCE: EXPERIENCE, KNOWLEDGE & SKILL REQUIREMENTS

- (a) An applicant for a master parachute rigger licence shall meet the following requirements:
- (1) Present evidence satisfactory to the Authority of at least 3 years of experience as a parachute rigger and having satisfactorily packed at least 100 parachutes of each of two types appropriate to type ratings held, in accordance with the manufacturer's instructions-
 - (i) While performing as a licenced and appropriately rated senior parachute rigger; or
 - (ii) While under the supervision of a licenced and appropriately rated parachute rigger or a person holding appropriate military ratings.
 - (iii) An applicant may combine experience specified in paragraphs (a) (1) and (2) of this paragraph to meet the requirements of this Section.
 - (2) If the applicant is not the holder of a senior parachute rigger licence, pass a knowledge test, with respect to parachutes appropriate to the type rating sought, on—
 - (i) Their construction, packing, and maintenance;
 - (ii) The manufacturer's instructions; and
 - (iii) The sections of this Subdivision .
 - (3) Pass an oral and practical test showing the ability to pack and maintain two types of parachutes appropriate to the type ratings sought.

8.640 TRANSFER OF PARACHUTE RIGGER TYPE RATINGS

- (a) The holder of a parachute rigger licence who qualifies for a senior parachute rigger licence is entitled to have placed on the senior parachute rigger licence the ratings that were on the parachute rigger licence.

8.645 ADDITIONAL PARACHUTE RIGGER TYPE RATINGS: REQUIREMENTS

- (a) A licenced parachute rigger who applies for an additional type rating shall—
- (1) Present evidence satisfactory to the Authority 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 licenced parachute rigger holding a rating for that type or a person holding an appropriate military rating; and

- (2) Pass a practical test, to the satisfaction of the Authority, showing the ability to pack and maintain the type of parachute for which the applicant seeks a rating.

Subdivision VIII: Aeronautical Station Operator

8.650 APPLICABILITY

- (a) This Subdivision prescribes the requirements for issuance of an aeronautical station licence, and the conditions under which those licences and ratings are necessary.

8.655 AERONAUTICAL STATION OPERATOR ELIGIBILITY REQUIREMENTS: GENERAL

- (a) Effective 31 July 2007, to be eligible for a aeronautical station operator licence, a person shall—
 - (1) Be at least 18 years of age;
 - (2) Have a minimum demonstrated language proficiency of Level 4; and
 - (3) Complete the knowledge, experience and skill requirements of this Section.
- (b) Prior to 31 July 2007, unlicensed operators of aeronautical radio station must be able to demonstrate to the Authority that they already meet the knowledge, experience and skill requirements of this Section.

8.660 AERONAUTICAL STATION OPERATOR KNOWLEDGE REQUIREMENTS

- (a) An applicant for an aeronautical station operator shall demonstrate a level of knowledge appropriate to the privileges granted to the holder of an aeronautical station operator in subjects prescribed by the Authority.

Note: See Appendix 1 to 8.660 for prescribed aeronautical station operator knowledge requirements.

8.665 AERONAUTICAL STATION OPERATOR EXPERIENCE REQUIREMENTS

- (a) An applicant for an aeronautical station operator shall provide records demonstrating that they meet the minimum experience requirements for aeronautical station operator prescribed by the Authority.

Note: See Appendix 1 to 8.665 for prescribed aeronautical station operator experience requirements.

8.670 AERONAUTICAL STATION OPERATOR SKILL REQUIREMENTS

- (a) An applicant for an aeronautical station operator shall demonstrate the level skill prescribed by the Authority for an aeronautical station operator.

Note: See Appendix 1 to 8.670 for prescribed aeronautical station operator skill requirements.

Subdivision IX Air Traffic Controllers

8.675 APPLICABILITY

- (a) This Subpart prescribes the requirements for issuance of an air traffic controller licence, and the conditions under which those licences and ratings are necessary.

8.680 AIR TRAFFIC CONTROLLER ELIGIBILITY REQUIREMENTS: GENERAL

- (a) To be eligible for a Air Traffic Controller licence, a person shall—
 - (1) Be at least 21 years of age;
 - (2) Have a minimum demonstrated language proficiency of Level 4 in English;
 - (3) Hold a current Class 3 Medical Certificate;
 - (4) Comply with the sections of this subpart that apply to the licence they seek, and
 - (5) Meet the requirements of at least one of the air traffic controller category ratings.

- (b) When two air traffic controller ratings are sought concurrently, the Authority shall determine the applicable requirements for this status on the basis of the requirements for each rating. These requirements shall not be less than those of the more demanding rating.

8.685 AIR TRAFFIC CONTROLLER KNOWLEDGE REQUIREMENTS

- (a) An applicant for an air traffic controller rating shall demonstrate a level of knowledge appropriate to the privileges granted to the holder of an air traffic controller in subjects prescribed by the Authority.

Note: See Appendix 1 to 8.685 for prescribed air traffic controller knowledge requirements.

8.690 AIR TRAFFIC CONTROLLER EXPERIENCE REQUIREMENTS

- (a) An applicant for an air traffic controller rating shall provide records demonstrating that they meet the minimum experience requirements for air traffic controller prescribed by the Authority.
- (b) An applicant for an air traffic controller rating shall satisfactorily complete—
- (1) An approved training course for that rating, and
 - (2) A specified period of service engaged in the actual control of air traffic under the supervision of an appropriately rated air traffic controller.

Note: See Appendix 1 to 8.690 for prescribed air traffic controller experience requirements.

- (c) The required experience shall have been completed within the 6-month period immediately preceding application.
- (d) When the applicant already holds an air traffic controller rating in another category, or the same rating for another unit, the Authority shall determine whether the experience requirements can be reduced and to what extent.

8.695 AIR TRAFFIC CONTROLLER SKILL REQUIREMENTS

- (a) An applicant for an air traffic controller rating shall demonstrate, at a level appropriate to the privileges being granted, the skill, judgement and performance required to provide a safe, orderly and expeditious control service.

8.700 CONCURRENT ISSUANCE OF AIR TRAFFIC CONTROLLER RATINGS

- (a) When two air traffic controller ratings are sought concurrently, the Authority shall determine the applicable requirements on the basis of the requirements for each rating. These requirements shall not be less than those of the more demanding rating.

8.705 [RESERVED]

8.710 [RESERVED]

8.715 [RESERVED]

8.720 [RESERVED]

8.725 [RESERVED]

8.730 [RESERVED]

SUBPART H: MEDICAL LICENSING

8.735 MEDICAL CERTIFICATES

- (a) The Authority issues three classes of medical certificates that are intended to indicate the minimum medical qualification—

- (1) Class 1, for the exercise of airline transport, commercial pilot or multi-crew licence privileges as a flight crew member;
- (2) Class 2, for the exercise of student pilot, private pilot, flight engineer, and cabin crew member privileges;
- (3) Class 3, for the exercise of air traffic controller licence privileges.

Subdivision I: Aviation Medical Examiners

8.740 AVIATION MEDICAL EXAMINER: DESIGNATION & AUTHORITY

- (a) The Authority shall designate and authorize AMEs to—
 - (1) Accept applications for physical examinations necessary for issuing medical certificates under this Schedule.;
 - (2) Conduct physical examinations for medical examinations of fitness of applicants for the issue or renewal of licences or ratings as prescribed by the Authority; and
 - (3) Recommend issuance or denial of medical certificates in accordance with this Schedule, subject to reconsideration by an authorized representative of the Authority.
- (b) Each AME shall—
 - (1) Be qualified and licenced in the practice of medicine;
 - (2) Have received training in aviation medicine;
 - (3) Recieve aviation medicine refresher training;
 - (4) Demonstrate competency in aviation medicine;
 - (5) Have practical knowledge and experience of the conditions in which the holders of the licences and ratings carry out their duties.
- (c) Each AME shall report to the Authority any individual case where, in the examiner's judgement, an applicant's failure to meet any requirement could jeopardise flight safety.

8.745 DELEGATION OF AUTHORITY

- (a) The Authority shall only delegate to each AME the authority to—
 - (1) Examine applicants for and holders of medical certificates to determine whether they meet applicable medical standards; and
 - (2) Recommend issuance, renewal, denial, or withdrawal of medical certificates, medical waivers, or special authorisations to an applicant based on meeting or failing to meet applicable medical standards.
- (b) The Authority may delegate to a qualified medical assessor the authorisation as representatives of the Authority, to—
 - (1) Review medical records submitted to the Authority;
 - (2) Re-evaluate applicants' and holders of medical certificates for fitness; and
 - (3) On occasion to visit and review the applicants' files held by an AME.
- (c) The Authority retains the right to reconsider any action of an AME.

Subdivision II: Medical Certification Procedures

8.750 APPLICABILITY

- (a) This Subpart prescribes the medical certification procedures required for the issuance of all medical certificates.

8.755 MEDICAL RECORDS

- (a) Each applicant for a medical certificate shall, in a form and manner prescribed by the Authority, sign and furnish the medical examiner with a personally certified statement of medical facts concerning—
 - (1) Personal, familial, and hereditary history that is as complete and accurate as the applicant's knowledge permits, and
 - (2) Whether a Medical Assessment has previously been refused, revoked or suspended and, if so, the reason.
- (b) Whenever the Authority finds that additional medical information or history is needed, the Authority will request that the applicant—
 - (1) Furnish that information; or
 - (2) Authorize any clinic, hospital, physician, or other person to release to the Authority all available information or records concerning that history.
- (c) Each applicant shall be made aware of the necessity for giving a statement that is as complete and accurate as the applicant's knowledge permits and the possible penalties for giving false information.
- (d) The medical examiner shall report any false declaration to a made by an applicant for a licence or rating to the Authority of the issuing State.
- (e) If an applicant or holder of a medical certificate fails to provide the requested medical information or history, fails to authorize the release so requested, or provides information that is false, the Authority may—
 - (1) Suspend, modify, or revoke all medical certificates the applicant holds; or
 - (2) In the case of an applicant, deny the application for a medical certificate.
- (f) If an medical certificate is suspended or modified under this Section, that suspension or modification remains in effect until—
 - (1) The holder or applicant provides the requested information, history, or authorisation to the Authority; and
 - (2) The Authority determines whether the holder or applicant meets the medical standards.

8.760 AME SUBMISSION OF SIGNED MEDICAL EVALUATION REPORT

- (a) Having begun an medical evaluation an applicant, the medical examiner shall submit to the Authority the required medical evaluation report whether the evaluation is terminated prior to completion, yielded sub-standard results or was completed satisfactorily.
- (b) Where the medical examination is accomplished by more than one medical examiner, the examiner designated by the Authority shall coordinate the findings with the other physicians.
- (c) The designated medical examiner shall submit a signed medical report, or equivalent, to the Authority in the prescribed form and manner.
 - (1) No examiner shall allow the applicant to handle the medical report.
 - (2) The report must be submitted to the Authority by the examiner through mail or hand-delivery.
- (d) This medical report will provide the results of the examination in sufficient detail to enable the Authority to audit the medical assesments with regard to medical fitness.
- (e) Medical examiners with approval to submit the medical report in electronic format shall ensure that their electronic identification is kept secure and, in the event that security is suspected to be compromised, promptly advise the Authority.

8.765 SECURITY & ACCESS TO MEDICAL RECORDS

- (a) Medical confidentiality shall be respected at all times by the personnel of the Authority, medical examiners and medical assessors.

- (b) All medical reports and records shall be securely held with accessibility restricted to authorized personnel.
- (c) Medical assessors shall be granted access to all medical records of an applicant or holder of a medical certificate whether those records are held by medical examiner or private physician.
- (d) When justified by operational considerations, the medical assessor shall determine to what extent pertinent medical information is presented to relevant officials of the Authority
- (e) Regardless of any confidentiality requirement, no person with knowledge may allow the issuance or continued use of a medical certificate when the holder of that certificate does not meet the applicable medical standards.

8.770 MEDICAL ASSESSORS

- (a) Medical assessors are employed to audit medical reports, records and standards for good practise on behalf of the Authority.
- (b) Medical assessors shall meet all requirements for designation as a medical examiner and also have training in the auditing of medical records.
- (c) A medical examiner designated by the Authority may not be appointed as a medical assessor, if that person intends to continue practicing as a medical examiner.

8.775 ISSUANCE OF MEDICAL CERTIFICATE

- (a) The Authority shall issue the applicable medical certificate to any person who meets the medical standards prescribed in this Subpart, based on medical examination and evaluation of the applicant's history and condition.
- (b) Each person to be issued a medical certificate shall undergo a medical examination based on the physical and mental standards contained in Subpart D.
- (c) In accordance with guidance from the Authority, medical examiners may admit certain routine examination items related to the assessment of physical fitness, while increasing the emphasis on health education and prevention of ill health.
- (d) Any person who does not meet the medical standards of this Subpart may apply for the discretionary issuance of a certificate.

8.780 DENIAL OF MEDICAL CERTIFICATE

- (a) The denial of a medical certificate is effective—
 - (1) Upon the date of the medical evaluation that determined the applicant was not fit in conformance with the standards of Subpart D of this Schedule, and
 - (2) Until such time that the applicant is again determined by the Authority to be fit to exercise the privileges
- (b) Any applicant who is denied a medical certificate by the Authority may, within 30 days after the date of the denial, apply in writing and in duplicate to the Authority for reconsideration of that denial.
- (c) If the applicant does not ask for reconsideration during the 30-day period after the date of the denial, the Authority will consider that he or she has withdrawn the application for a medical certificate.

8.785 SPECIAL ISSUANCE OF MEDICAL CERTIFICATE

- (a) The Authority may issue a Special Issuance of a Medical Certificate (authorisation) to an applicant who does not meet the applicable standards for the medical certificate sought if the applicant shows to the satisfaction of the Authority that—
 - (1) An accredited medical conclusion indicates that in special circumstances the applicant's failure to meet any requirement, whether numerical or otherwise, is such that exercise of the privileges of the licence applied for is not likely to—

- (i) Interfere with safe performance of duties;
 - (ii) Safe operation of aircraft, or
 - (iii) Result in incapacitation;
- (2) Relevant ability, skill, and experience of the applicant and operational conditions have been given due consideration; and
- (3) The licence is endorsed with any special limitation or limitations when the safe performance of the licence holder's duties is dependent on compliance with such limitation or limitations.

8.790 VALIDATION OF FOREIGN MEDICAL CERTIFICATES

- (a) The Authority may accept, for issuance of a medical certificate, a certificate issued by another ICAO Contracting State in lieu of a medical examination conducted by a medical examiner designated for the Bahamas.

Note: The Authority may contact the civil aviation authorities of the other ICAO Contracting State to determine the validity of the certificate submitted to the Authority.

- (b) The Authority may accept, for operations within the Bahamas, a medical certificate issued by another ICAO Contracting State in lieu of issuance of a certificate by the Authority

Note: The Authority will have available a listing of those States from which a medical certificate is accepted in lieu of one issued by the Authority.

8.795 RENEWAL OF MEDICAL CERTIFICATE

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

8.800 EXTENSION OR REDUCTION OF PERIOD OF VALIDITY

- (a) The authorized periods of validity for medical certificates are provided in Schedule 10, Flight Operations.
- (b) The period of validity of a medical assessment may be extended, at the discretion of the Authority, up to 45 days.
- (c) The Authority may reduce the period of validity for individual applicants when clinically indicated.

8.805 SPECIAL RENEWAL OF MEDICAL CERTIFICATE

- (a) The prescribed re-examination of a licence holder operating in an area distant from designated medical examination facilities may receive a special renewal of their medical certificate at the discretion and with the written permission of the Authority, provided that such renewal shall only be made as an exception and shall not exceed:
- (1) A single period of six months in the case of a flight crew member of an aircraft engaged in non-commercial operations.
 - (2) In the case of a flight crew member of an aircraft engaged in commercial operations, two consecutive periods each of three months provided that in each case a favourable medical report is obtained after examination.
- (b) The examination must be conducted by
- (1) A designated medical examiner of the area concerned, or
 - (2) In cases where such a designated medical examiner is not available in the State where the crew member is located, by a physician legally qualified to practise medicine in that area.
- (c) The holder of a private pilot certificate will receive special renewal for a single period not exceeding 24 months where the medical examination is carried out by an examiner designated under ICAO Annex 1 by the Contracting State in which the applicant is temporarily located.

- (d) A report of the medical examination required by this Section shall be sent to the Authority before the actual conduct of any aircraft operations during the period specified for special renewal.

Subdivision III: Physical & Mental Standards

8.810 APPLICABILITY

- (a) This Section prescribes the physical medical standards required for the applicants for all medical certificates.

8.815 RELIABLE EXAMINATION METHODS & STANDARDS

- (a) The methods of examination used to evaluate the standards of this section shall be only those prescribed by the Authority in order to guarantee reliable and standardized testing.

8.820 PHYSICAL & MENTAL REQUIREMENTS

- (a) An applicant shall not suffer from any disease or disability which could render that applicant likely to become suddenly unable either to operate an aircraft safely or to perform assigned duties safely
- (b) No person may hold or be issued a medical certificate that suffers from any physical or mental abnormality such as would entail a degree of functional incapacity which is likely to interfere with the safe performance of duties or the safe operation of an aircraft.
- (c) In general, an applicant shall be required to be free from any—
- (1) Abnormality, congenital or acquired; or
 - (2) Active, latent, acute or chronic disability; or
 - (3) Wound, injury or sequelae from operation; or
 - (4) Effect or side-effect of any prescribed or non-prescribed therapeutic, diagnostic or preventive medication taken.
- (d) Those conditions due to a transient condition may be assessed as temporarily unfit.

8.825 MENTAL STANDARDS

- (a) No person may hold or be issued a medical certificate who has an established medical history or clinical diagnosis such as might render the applicant unable to safely exercise the privileges of the licence applied for or held.
- (b) The established medical history or clinical diagnosis restriction of paragraph (a) shall include—
- (1) An organic mental disorder;
 - (2) A mental or behavioural disorder due to use of psycho-active substances; this includes dependence syndrome induced by alcohol or other psychoactive substances;
 - (3) Schizophrenia or a schizotypal or delusional disorder;
 - (4) A mood (affective) disorder;
 - (5) A neurotic, stress-related or somatoform disorder;
 - (6) A behavioural syndrome associated with physiological disturbances or physical factors;
 - (7) A disorder of adult personality or behaviour, particularly if manifested by repeated overt acts;
 - (8) Mental retardation;
 - (9) A disorder of psychological development;
 - (10) A behavioural or emotional disorder, with onset in childhood or adolescence; or
 - (11) A mental disorder not otherwise specified.
- (c) An applicant with depression, being treated with antidepressant medication, shall be assessed as unfit unless the medical assessor, having access to the details of the case concerned, considers the applicant's condition as unlikely to interfere with the safe exercise of the applicant's licence and rating privileges.

8.830 VISUAL REQUIREMENTS: GENERAL

- (a) An applicant shall have—
- (1) Normally functioning eyes and adnexae,
 - (2) Normal fields of vision,
 - (3) Normal binocular function,
 - (i) Reduced stereopsis, abnormal convergence not interfering with near vision, and ocular misalignment where the fusional reserves are sufficient to prevent asthenopia and diplopia need not be disqualifying
 - (4) No active pathological condition, acute or chronic, nor sequelae of surgery or trauma of the eyes or their adnexa which is likely to jeopardise flight safety or to reduce proper visual function to an extent that would interfere with the safe exercise of the applicant's licence and rating privileges.

8.835 VISION TESTING REQUIREMENTS

- (a) The corrected and uncorrected visual acuity must be measured and recorded at each examination.
- Note: Applicants who use contact lenses may not need to have their uncorrected visual acuity measured at each re-examination provided the history of their contact lens prescription is known.*
- (b) There are no limits to uncorrected visual acuity.
- (c) The test for visual acuity must comply with the following—
- (1) For a visual acuity test in a lighted room, use a level of illumination that corresponds to ordinary office illumination (30-60 cd per square meter).
 - (2) Visual acuity shall be measured by means of a series of optotypes of Landolt rings, or similar optotypes, placed at a distance of 6 m from the candidate, or 5 m as appropriate.
- (d) The Authority, at its discretion, may require a separate ophthalmic report before issuance of a medical certificate.
- (e) Conditions which indicate a need to obtain an ophthalmic report include—
- (1) A substantial decrease in the uncorrected visual acuity,
 - (2) Any decrease in best corrected visual acuity, and
 - (3) The occurrence of eye disease, eye injury or eye surgery.

8.840 ACCEPTABILITY OF CORRECTING LENSES

- (a) An applicant may meet the visual acuity fitness for near or distant vision by using correcting lenses.
- (b) Correcting spectacles may be used, provided that—
- (1) Not more than one pair of correcting spectacles is used to demonstrate compliance with visual acuity requirements;
 - (2) Single-vision near correction lenses (full lenses of one power only, appropriate to reading) may not be used for both near and distance vision; and
 - (3) In order to read the instruments and a chart or manual held in the hand, and to make use of distant vision through the windscreen without removing the lenses, the spectacles may be, as appropriate—
 - (i) "lookover;"
 - (ii) bifocal, or
 - (iii) trifocal.
- (c) An applicant may use contact lenses to meet the distance vision acuity requirement provided that the lenses are—
- (1) Monofocal;
 - (2) Non-tinted; and
 - (3) Well tolerated.

- (d) An applicant that is issued a medical certificate that requires correcting lenses or spectacles shall have a limitation placed on that document requiring them, while exercising the privileges of this certificate, to (as appropriate)—
- (1) Wear the distant-correction lenses at all times,
 - (2) Have readily available and use the near-correction spectacles as necessary to accomplish near vision functions; and
 - (3) Have a second pair of suitable spectacles (distant- and/or near-correction, as appropriate) available for immediate use.

8.845 DISTANCE VISION REQUIREMENTS

- (a) An applicant shall have a distant visual acuity, with or without correcting lenses of at least—
- (1) *Specifically for Class 1 or 3 applicants, 6/9 (20/30), with binocular visual acuity of 6/6 (20/20) or better.*
 - (2) *Specifically for Class 2 applicants, 6/12 (20/40), with binocular visual acuity of 6/9 (20/30) or better.*
- (b) An applicant with a large refractive error shall use contact lenses or high-index spectacle lenses.
- (c) An applicant whose uncorrected distant visual acuity in either eye is worse than 6/60 shall provide a full ophthalmic report prior to initial medical evaluation and every 5 years thereafter.
- (d) An applicant who has undergone surgery affecting the refractive status of the eye shall be assessed as unfit unless they are free from those sequelae which are likely to interfere with the safe exercise of their licence and rating privileges.

8.850 NEAR VISION REQUIREMENTS

- (a) An applicant shall meet the following minimum visual standards for near visual acuity to read, with or without corrective lenses, an—
- (1) N14 chart (N14 refers to "Times Roman" font) chart or its equivalent at a distance of 100 cm, and
 - (2) N5 chart (N5 refers to "Times Roman" font) at a distance of 30 to 50 cm as selected by the applicant.
- (b) If this requirement is met only by the use of near correction spectacles, the applicant may be assessed as fit, but should be cautioned that single-vision near correction significantly reduces distant visual acuity.
- (c) If these near-vision requirements are met only by the use of near-correction and the applicant also needs distant-correction, the applicant shall be assessed as fit by demonstrating that one pair of spectacles is sufficient to meet both distant and near visual requirements.
- (d) When required to obtain or renew correcting lenses, the applicant should advise the AME conducting the medical examination of the new prescription, including revised reading distances for the—
- (1) *Specifically for Class 1 and Class 2 applicants, visual flight deck tasks relevant to the types of aircraft in which the applicant is likely to function.*
 - (2) *Specifically for Class 3 applicants, duties the applicant is to perform.*

8.855 COLOUR PERCEPTION REQUIREMENTS

- (a) The applicant shall demonstrate the ability to perceive readily those colours the perception of which is necessary for the safe performance of duties.
- (b) The applicant shall be able to correctly identify a series of pseudoisochromatic plates (tables) in daylight or in artificial light of the same colour temperature such as that provided by Illuminant "C" or "D₆₅" as specified by the International Commission on Illumination (CIE).
- (c) The use of a different method of examination than provided in paragraph (b) to guarantee reliable testing of colour perception must be approved by the Authority.

- (d) An applicant failing to obtain a satisfactory score in such a test may nevertheless be assessed as fit provided the applicant is able to readily and correctly identify aviation coloured lights displayed by means of a recognized colour perception lantern in a special test conducted by the Authority.
- (e) An applicant unable to satisfactorily complete the special medical test provided in paragraph (c) shall only be eligible for a Class 2 medical assessment with the following restriction: "Valid for Day Operations Only."
- (f) No person shall wear sunglasses during the exercise of their privileges in aviation unless those glasses are non-polarizing and of a neutral gray tint.

8.860 AUDITORY REQUIREMENTS

- (a) An applicant shall not have any hearing defect that is likely to jeopardise flight safety or interfere with the safe performance of duties in exercising the privileges of the licence.

Note: Hearing requirements are established in addition to the ear examinations conducted during the medical examination for the physical and mental requirements

- (b) An applicant shall demonstrate acceptable hearing performance sufficient for the safe exercise of their licence and rating privileges by—
 - (1) Pure-tone audiometry tests at the first issuance of the assessment and—
 - (i) *Specifically for Class 1 applicants*, not less than once every five years up to the age of 40 years, thereafter not less than once every two years.
 - (ii) *Specifically for Class 2 applicants*, not less than once every two years after the age of 50 years.
 - (iii) *Specifically for Class 3 applicants*, not less than once every four years up to the age of 40 years, thereafter not less than once every two years
 - (2) For the years where audiometry is not required, the applicant shall be tested in a quiet room using spoken and whispered voice tests.
 - (i) Applicants who are unable to hear an average conversational voice in a quiet room, using both ears, at a distance of 2 m from the examiner and with the back turned to the examiner, shall be assessed as unfit.
- (c) The applicant, when tested on a pure-tone audio-meter shall not have a hearing loss, in either ear separately, of more than 35 dB at any of the frequencies 500, 1 000 or 2000 Hz, or more than 50 dB at 3000 Hz.
- (d) An applicant with a hearing loss greater than the above may be declared fit provided that the applicant has normal hearing performance against a background noise that reproduces or simulates that—
 - (1) *Specifically for Class 1 and Class 2 applicants*, reproduces or simulates the masking properties of flight deck noise upon speech and beacon signals
 - (2) *Specifically for Class 3 applicants*, that experienced in a typical air traffic control working environment.
- (e) Alternatively, a practical hearing test may be used if conducted in—
 - (1) *Specifically for Class 1 and Class 2 applicants*, flight in the cockpit of an aircraft of the type for which the applicant's licence and ratings are valid.
 - (2) *Specifically for Class 3 applicants*, an air traffic control environment representative of the one for which the applicant's licence and ratings are valid

8.865 CARDIOVASCULAR: GENERAL

- (a) An applicant shall not have any abnormality of the heart, congenital or acquired, which is likely to interfere with the safe exercise of the applicant's licence and rating privileges
- (b) An applicant with an established medical history of cardiac issues shall be assessed as unfit unless their cardiac condition has been investigated and evaluated in accordance with best medical practice and assessed not likely to interfere with the safe exercise of their licence or rating privileges.

- (c) The following cardiac issues are specifically included in this section—
- (1) Coronary bypass grafting; or
 - (2) Angioplasty (with or without stenting); or
 - (3) Other cardiac intervention; or
 - (4) Abnormal cardiac rhythm; or
 - (5) Any other potentially incapacitating cardiac condition.

8.870 BLOOD PRESSURE & CIRCULATION

- (a) An applicant shall not have—
- (1) Systolic and diastolic blood pressures outside normal limits; or
 - (i) The use of drugs for control of high blood pressure is disqualifying except for those drugs the use of which are compatible with the safe exercise of the applicant's licence and rating privileges.
 - (2) A significant functional or structural abnormality of the circulatory tree.

Note: The presence of varicosities does not necessarily entail unfitness.

8.875 ELECTRO-CARDIOGRAM EXAMINATION

- (a) An applicant shall be required to have an electrocardiographic examination—

Note: The purpose of routine electrocardiography is case finding. It does not provide sufficient evidence to justify disqualification without further thorough cardiovascular investigation.

- (1) *Specifically for Class 1 applicants—*
 - (i) At the first application; then
 - (ii) Every 2 years after reaching the 30th birthday; and
 - (iii) Every year after reaching the 50th birthday.
- (2) *Specifically for Class 2 and 3 applicants—*
 - (i) At the first examination after reaching the age of 40; and
 - (ii) After the age of 50 years, every two years.

8.880 NEUROLOGICAL REQUIREMENTS

- (a) An applicant shall not have any neurological disorder, disturbance of consciousness, or neurological condition which is likely to jeopardise flight safety.
- (b) An applicant shall not have an established medical history or clinical diagnosis of any of the following neurological conditions—
- (1) Epilepsy;
 - (2) Any disturbance of consciousness without satisfactory medical explanation of cause; or
 - (3) Progressive or non-progressive disease of the nervous system, the effects of which are likely to interfere with the safe exercise of the applicant's licence and rating privileges.
- (c) The applicant shall not have suffered any head injury, the effects of which could interfere with the safe exercise of the applicant's licence and rating privileges.

8.885 RESPIRATORY CAPABILITY

- (a) Unless their condition has been adequately investigated and evaluated in accordance with best medical practice and is assessed not likely to cause incapacitating symptoms or otherwise interfere with the safe exercise of their licence and rating privileges, applicants with the following shall be assessed as unfit—
- (1) Disability of the lungs or any active disease of the structures of the lungs, mediastinum or pleura.
 - (i) Applicants with chronic obstructive pulmonary disease shall be assessed as unfit unless the applicant's condition has been investigated and evaluated in accordance with best medical

practice and is assessed not likely to interfere with the safe exercise of the applicant's licence or rating privileges.

- (ii) Applicants with asthma causing significant symptoms or likely to cause incapacitating symptoms shall be assessed as unfit.
 - (iii) The use of drugs for control of asthma shall be disqualifying except for those drugs, the use of which is compatible with the safe exercise of the applicant's licence and rating privileges.
- (2) Active pulmonary tuberculosis.
- (i) Applicants with quiescent or healed lesions, known to be tuberculous or presumably tuberculous in origin, may be assessed as fit.

8.890 RADIOGRAPHY (XRAY) EVALUATION

- (a) *Specifically for Class 1 and 2 applicants*, a radiography evaluation shall be accomplished during the initial chest examination.
- (b) Periodic chest radiography is not required unless it is a necessity in cases where asymptomatic pulmonary disease can be expected.

8.895 VESTIBULAR & RESPIRATORY SYSTEM

- (a) The applicant shall not have any abnormality or disease of the ear or related structures which is likely to interfere with the safe exercise of the applicant's licence and rating privileges.
- (b) *Specifically for Class 1 and 2 applicants*, there shall be—
 - (1) No disturbance of vestibular function;
 - (2) No significant dysfunction of the Eustachian tubes; and
 - (3) No unhealed perforation of the tympanic membranes.
 - (i) A single dry perforation of the tympanic membrane need not render the applicant unfit.
- (c) The applicant shall not have any malformation nor any disease of the nose, buccal cavity or upper respiratory tract which is likely to interfere with the safe exercise of the applicant's licence and rating privileges.
- (d) *Specifically for Class 1 and 2 applicants*, there shall be no nasal obstruction.

8.900 BONES, MUSCLES & TENDONS

- (a) Applicants shall not possess any abnormality of the bones, joints, muscles, tendons or related structures which is likely to interfere with the safe exercise of their licence and rating privileges shall be assessed as unfit.

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

8.905 ENDOCRINE SYSTEM

- (a) Applicants with the following medical conditions will be assessed as unfit—
 - (1) Metabolic, nutritional or endocrine disorders likely to interfere with safe exercise of their licence and rating privileges.
 - (2) Insulin-treated diabetes mellitus.
 - (3) Applicants with non-insulin-treated diabetes shall be assessed as unfit unless the condition is shown to be satisfactorily controlled by diet alone or by diet combined with oral anti-diabetic medication, the use of which is compatible with the safe exercise of the applicant's licence and rating privileges.

8.910 GASTROINTESTINAL & DIGESTIVE TRACT

- (a) Unless their condition has been adequately investigated and evaluated in accordance with best medical practice and is assessed not likely to interfere with the safe exercise of their licence and rating privileges, applicants with the following shall be assessed as unfit—
- (1) Significant impairment of function of the gastrointestinal tract or its adnexae.
 - (2) *Specifically for Class 1 and Class 2*, hernias that might give rise to incapacitating symptoms.
 - (3) Sequelae of disease or surgical intervention on any part of the digestive tract or its adnexae, likely to cause incapacity during the exercise of privileges, in particular obstructions due to stricture or compression.
 - (4) A major surgical operation on the biliary passages of the digestive tract or its adnexae which has involved a total or partial excision or a diversion of any of these organs that may cause incapacity during the exercise of privileges.

Note: A medical assessor having access to the details of the operation concerned may determine that the effects of the operations are not likely to cause incapacitation during the exercise of the privileges of the applicable licence.

8.915 KIDNEYS & URINARY TRACT

- (a) Unless their condition has been adequately investigated and evaluated in accordance with best medical practice and is assessed not likely to interfere with the safe exercise of their licence and rating privileges, applicants with the following shall be assessed as unfit—
- (1) Renal or genito-urinary disease—
 - (i) Urine shall form part of the medical examination and abnormalities shall be adequately investigated.
 - (2) Any sequelae of disease or surgical procedures on the kidneys and the genito-urinary tract likely to cause incapacity, in particular any obstructions due to stricture or compression.
 - (3) Nephrectomy, unless the condition is well compensated.

8.920 LYMPHATIC GLANDS OR DISEASE OF THE BLOOD

- (a) Unless their condition has been adequately investigated and evaluated in accordance with best medical practice and is assessed not likely to interfere with the safe exercise of their licence and rating privileges, applicants with the following shall be assessed as unfit—
- (1) Diseases of the lymphatic system; and/or
 - (2) Diseases of the blood.

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

8.925 GYNAECOLOGICAL DISORDERS

- (a) Applicants with gynaecological disorders that are likely to interfere with the safe exercise of their licence and rating privileges shall be assessed as unfit

8.930 PREGNANCY

- (a) Applicants who are pregnant shall be assessed as unfit unless obstetrical evaluation and continued medical supervision indicate a low-risk uncomplicated pregnancy
- (1) *Specifically for Class 1 and 2 applicants*, a fit assessment for a low-risk uncomplicated pregnancy should be limited to a supervised period from the end of the 12th week until the end of the 26th week of gestation.
 - (2) *Specifically for Class 3 applicants*, a fit assessment for a low-risk uncomplicated pregnancy should be limited to a supervised period until the end of the 34th week of gestation.

- (3) During the gestational period, precautionary restrictions requiring the provision for the timely relief of an air traffic controller in the event of early onset of labour or other complications.
- (b) Following confinement or termination of pregnancy the applicant shall not be permitted to exercise the privileges of her licence until she has undergone re-evaluation in accordance with best medical practice and it has been determined that she is able to safely exercise the privileges of her licence and ratings.

8.935 SPEECH DEFECTS

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

8.940 ACQUIRED IMMUNODEFICIENCY SYNDROME (AIDS)

- (a) Applicants with acquired immunodeficiency syndrome (AIDS) shall be assessed as unfit.
- (b) Applicants who are seropositive for human immunodeficiency virus (HIV) shall be assessed as unfit unless full investigation provides no evidence of clinical disease.

Note: Evaluation of applicants who are seropositive for human immunodeficiency virus (HIV) requires particular attention to their mental state, including the psychological effects of the diagnosis.

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APPENDICES**APPENDIX 1 TO 8.205: LANGUAGE PROFICIENCY SCALE**

- (a) To meet the language proficiency requirements contained in 8.205, an applicant for a licence or a licence holder shall demonstrate proficiency, in a manner acceptable to the Authority, with paragraph (b) and with the ICAO Operational Level (Level 4) of the ICAO Language Proficiency Rating Scale contained in this Appendix.
- (b) Proficient speakers shall—
- (1) Communicate effectively in voice-only (telephone/ radiotelephone) and in face-to-face situations;
 - (2) Communicate on common, concrete and work-related topics with accuracy and clarity;
 - (3) Use appropriate communicative strategies to exchange messages and to recognize and resolve misunderstandings (e.g. to check, confirm, or clarify information) in a general or work-related context;
 - (4) Handle successfully and with relative ease the linguistic challenges presented by a complication or unexpected turn of events that occurs within the context of a routine work situation or communicative task with which they are otherwise familiar; and
 - (5) Use a dialect or accent which is intelligible to the aeronautical community.

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LEVEL	PRONUNCIATION <i>Assumes a dialect and/or accent intelligible to the aeronautical community.</i>	STRUCTURE <i>Relevant grammatical structures and sentence patterns are determined by language functions appropriate to the task.</i>	VOCABULARY	FLUENCY	COMPREHENSION	INTERACTIONS
Expert 6	Pronunciation, stress, rhythm, and intonation, though possibly influenced by the first language or regional variation, almost never interfere with ease of understanding.	Both basic and complex grammatical structures and sentence patterns are consistently well controlled.	Vocabulary range and accuracy are sufficient to communicate effectively on a wide variety of familiar and unfamiliar topics. Vocabulary is idiomatic, nuanced, and sensitive to register.	Able to speak at length with a natural, effortless flow. Varies speech flow for stylistic effect, e.g. to emphasize a point. Uses appropriate discourse markers and connectors spontaneously.	Comprehension is consistently accurate in nearly all contexts and includes comprehension of linguistic and cultural subtleties.	Interacts with ease in nearly all situations. Is sensitive to verbal and non-verbal cues and responds to them appropriately.
Extended 5	Pronunciation, stress, rhythm, and intonation, though influenced by the first language or regional variation, rarely interfere with ease of understanding.	Basic grammatical structures and sentence patterns are consistently well controlled. Complex structures are attempted but with errors which sometimes interfere with meaning.	Vocabulary range and accuracy are sufficient to communicate effectively on common, concrete, and work-related topics. Paraphrases consistently and successfully. Vocabulary is sometimes idiomatic.	Able to speak at length with relative ease on familiar topics but may not vary speech flow as a stylistic device. Can make use of appropriate discourse markers or connectors.	Comprehension is accurate on common, concrete, and work-related topics and mostly accurate when the speaker is confronted with a linguistic or situational complication or an unexpected turn of events. Is able to comprehend a range of speech varieties (dialect and/or accent) or registers.	Responses are immediate, appropriate, and informative. Manages the speaker/listener relationship effectively.
Operational 4	Pronunciation, stress, rhythm, and intonation are influenced by the first language or regional variation but only sometimes interfere with ease of understanding.	Basic grammatical structures and sentence patterns are used creatively and are usually well controlled. Errors may occur, particularly in unusual or unexpected circumstances, but rarely interfere with meaning.	Vocabulary range and accuracy are usually sufficient to communicate effectively on common, concrete, and work-related topics. Can often paraphrase successfully when lacking vocabulary in unusual or unexpected circumstances.	Produces stretches of language at an appropriate tempo. There may be occasional loss of fluency on transition from rehearsed or formulaic speech to spontaneous interaction, but this does not prevent effective communication. Can make limited use of discourse markers or connectors. Fillers are not distracting.	Comprehension is mostly accurate on common, concrete, and work-related topics when the accent or variety used is sufficiently intelligible for an international community of users. When the speaker is confronted with a linguistic or situational complication or an unexpected turn of events, comprehension may be slower or require clarification strategies.	Responses are usually immediate, appropriate, and informative. Initiates and maintains exchanges even when dealing with an unexpected turn of events. Deals adequately with apparent misunderstandings by checking, confirming, or clarifying.

Levels 1, 2 and 3 are on subsequent page.

LEVEL	PRONUNCIATION <i>Assumes a dialect and/or accent intelligible to the aeronautical community.</i>	STRUCTURE <i>Relevant grammatical structures and sentence patterns are determined by language functions appropriate to the task.</i>	VOCABULARY	FLUENCY	COMPREHENSION	INTERACTIONS
<i>Levels 4, 5 and 6 are on preceding page.</i>						
Pre-operational 3	Pronunciation, stress, rhythm, and intonation are influenced by the first language or regional variation and frequently interfere with ease of understanding.	Basic grammatical structures and sentence patterns associated with predictable situations are not always well controlled. Errors frequently interfere with meaning.	Vocabulary range and accuracy are often sufficient to communicate on common, concrete, or work-related topics, but range is limited and the word choice often inappropriate. Is often unable to paraphrase successfully when lacking vocabulary.	Produces stretches of language, but phrasing and pausing are often inappropriate. Hesitations or slowness in language processing may prevent effective communication. Fillers are sometimes distracting.	Comprehension is often accurate on common, concrete, and work-related topics when the accent or variety used is sufficiently intelligible for an international community of users. May fail to understand a linguistic or situational complication or an unexpected turn of events.	Responses are sometimes immediate, appropriate, and informative. Can initiate and maintain exchanges with reasonable ease on familiar topics and in predictable situations. Generally inadequate when dealing with an unexpected turn of events.
Elementary 2	Pronunciation, stress, rhythm, and intonation are heavily influenced by the first language or regional variation and usually interfere with ease of understanding.	Shows only limited control of a few simple memorized grammatical structures and sentence patterns.	Limited vocabulary range consisting only of isolated words and memorized phrases.	Can produce very short, isolated, memorized utterances with frequent pausing and a distracting use of fillers to search for expressions and to articulate less familiar words.	Comprehension is limited to isolated, memorized phrases when they are carefully and slowly articulated.	Response time is slow and often inappropriate. Interaction is limited to simple routine exchanges.
Pre-elementary 1	Performs at a level below the Elementary level.	Performs at a level below the Elementary level.	Performs at a level below the Elementary level.	Performs at a level below the Elementary level.	Performs at a level below the Elementary level.	Performs at a level below the Elementary level.

APPENDIX 1 TO 8.180: PREREQUISITES FOR PRACTICAL TESTS

- (a) Except as provided in paragraph (b), to be eligible for a practical test for a licence or rating issued under this Schedule, an applicant shall—
- (1) Pass the required knowledge test within the 24-calendar-month period preceding the month the applicant completes the practical test, if a knowledge test is required;
 - (2) Present the knowledge test report at the time of application for the practical test, if a knowledge test is required;
 - (3) Have satisfactorily accomplished the required training and obtained the aeronautical experience prescribed by this Schedule for the licence or rating sought;
 - (4) Meet the prescribed age requirement of this Subpart for the issuance of the licence or rating sought; and
 - (5) Have an endorsement in his or her 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 practical test;
 - (ii) Is prepared for the required practical test; and
 - (iii) Has demonstrated satisfactory knowledge of the subject areas in which the applicant was deficient on the airman knowledge test.
- (b) An applicant for an airline transport pilot licence or an additional rating to an airline transport licence may take the practical test for that licence or rating with an expired knowledge test report, provided that the applicant—
- (1) Is employed as a flight crew member by a certificate holder under Schedule 12 at the time of the practical test and has satisfactorily accomplished that operator's approved—
 - (i) PIC aircraft qualification training programme that is appropriate to the licence and rating sought; and
 - (ii) Qualification training requirements appropriate to the licence and rating sought; or
 - (2) Is employed as a flight crew member in scheduled military air transport operations of the Bahamas at the time of the practical test, and has accomplished the PIC aircraft qualification training programme that is appropriate to the licence and rating sought.

APPENDIX 1 TO 8.190: PRACTICAL TESTS: REQUIRED AIRCRAFT, SIMULATION & EQUIPMENT

- (a) **General.** Except as provided in paragraph (a)(2), or when permitted to accomplish the entire flight increment of the practical test in an approved flight simulator or an approved flight training device, an applicant for a licence or rating issued under this Schedule shall furnish—
- (1) An aircraft of Bahamas registry for each required test that—
 - (i) Is of the category, class, and type (if applicable) applicable to the licence or rating sought; and
 - (ii) Has a current standard, limited, or primary airworthiness certificate.
 - (2) At the discretion of the examiner who administers the practical test, the applicant may furnish—
 - (i) An aircraft that has a current airworthiness certificate other than standard, limited, or primary but that otherwise meets the requirement of paragraph (a)(1);
 - (ii) An aircraft of the same category, class, and type, if applicable, of foreign registry that is properly certified by the country of registry; or
 - (iii) A military aircraft of the same category, class, and type, if applicable, for which the applicant is applying for a licence or rating.
- (b) **Required equipment (other than controls).** Each applicant for a practical test shall use an aircraft that has—
- (1) The equipment for each area of operation required for the practical test;

- (2) No prescribed operating limitations that prohibit its use in any of the areas of operation required for the practical test;
 - (3) Except as provided in paragraph (e), at least two pilot stations with adequate visibility for each person to operate the aircraft safely; and
 - (4) Cockpit and outside visibility adequate to evaluate the performance of the applicant when an additional jump seat is provided for the examiner.
- (c) **Required controls.** Each applicant for a practical test shall use an aircraft (other than a lighter-than-air aircraft) that has engine power controls and flight controls that are easily reached and operable in a conventional manner by both pilots, unless the examiner determines that the practical test can be conducted safely in the aircraft without the controls being easily reached.
- (d) **Simulated instrument flight equipment.** An applicant for a practical test that involves manoeuvring an aircraft solely by reference to instruments shall furnish—
- (1) Equipment on board the aircraft that permits the applicant to pass the areas of operation that apply to the rating sought; and
 - (2) A device that prevents the applicant from having visual reference outside the aircraft, but does not prevent the examiner from having visual reference outside the aircraft, and is otherwise acceptable to the Authority.
- (e) **Aircraft with single controls.** An applicant may complete a practical test in an aircraft having a single set of controls, provided the—
- (1) Examiner agrees to conduct the test;
 - (2) Test does not involve a demonstration of instrument skills; and
 - (3) Proficiency of the applicant can be observed by an examiner who is in a position to observe the applicant.

APPENDIX 1 TO 8.195: USE OF AN APPROVED FLIGHT SIMULATOR OR AN APPROVED FLIGHT TRAINING DEVICE

- (a) **General.** If an approved flight simulator or approved flight training device is used for accomplishing any of the training and the required practical test for a pilot licence for a category, class, and type rating (if applicable), the flight simulator or flight training device shall be used in accordance with an approved course at an ATO;
- (b) **Preflight inspection demonstration.** The preflight inspection shall be satisfactorily demonstrated as approved by the Authority.
- (c) **Practical test demonstration.**
- (1) The applicant may be issued a rating after successful completion of the required practical tests prescribed by the Authority, if the simulator was Level C or D, or
 - (2) If the simulator was not Level C or D, the following tasks must be satisfactorily demonstrated in flight as prescribed by the Authority—
 - (i) Normal takeoff;
 - (ii) Normal ILS approach;
 - (iii) Missed approach; and
 - (iv) Normal landing.
- (d) **Limitation to PIC privileges.**
- (1) An applicant satisfactorily completing a skill test in a flight simulator for a type rating in a turbojet aeroplane or aeroplane with a gross weight of more than 5700 kgs in a flight simulator will be issued a licence containing—
 - (i) That aircraft type rating; and
 - (ii) A limitation on a licence stating, "Not valid for PIC privileges for (INSERT AIRCRAFT TYPE)."

- (2) An applicant who has been issued a pilot licence with this limitation may not act as PIC of that aeroplane for which the rating was obtained under the provisions of this subsection until the limitation is removed from the pilot licence.
- (3) During this period the licence holder shall be under the supervision of an assigned PIC, while performing the duties of a PIC for that aircraft.
- (4) Upon satisfactory completion of a supervised period of flying in the aircraft consisting of at least 15 hours and 5 landings, the licence holder may apply to the Aeronautical Authority for the removal of the limitation limiting his PIC privileges for the aircraft type.

APPENDIX 1 TO 8.215: INSTRUMENT RATING AERONAUTICAL KNOWLEDGE REQUIREMENTS

- (a) In addition to the requirements of 8.215, an applicant for an instrument rating shall have received and logged ground training from an authorised instructor on the following aeronautical knowledge areas that apply to the instrument rating sought:
- (1) Rules and regulations relevant to flight under IFR; related air traffic services practices and procedures;
 - (2) Use, limitation and serviceability of avionics and instruments necessary for the control and navigation of aeroplanes or helicopters (as appropriate) under IFR and in instrument meteorological conditions; use and limitations of autopilot;
 - (3) Compasses, turning and acceleration errors; gyroscopic instruments, operational limits and precession effects; practices and procedures in the event of malfunctions of various flight instruments;
 - (4) Pre-flight preparations and checks appropriate to flight under IFR;
 - (5) Operational flight planning; preparation and filing of air traffic services flight plans under IFR; altimeter setting procedures;
 - (6) Human performance relevant to instrument flight in aeroplanes or helicopters (as appropriate);
 - (7) Aeronautical decision making and judgement.
 - (8) Crew resource management, including crew communication and coordination
 - (9) Application of aeronautical meteorology; interpretation and use of reports, charts and forecasts; codes and abbreviations; use of, and procedures for obtaining, meteorological information; altimetry;
 - (10) Procurement and use of aviation weather reports and forecasts and the elements of forecasting weather trends based on that information.
 - (11) Personal observation of weather conditions.
 - (12) Causes, recognition and effects of engine, propeller or rotor icing and airframe icing; frontal zone penetration procedures; hazardous weather avoidance;
 - (13) Recognition of critical weather situations and windshear avoidance.
 - (14) Practical air navigation using radio navigation aids;
 - (15) Use, accuracy and reliability of navigation systems used in departure, en-route, approach and landing phases of flight; identification of radio navigation aids;
 - (16) Interpretation and use of aeronautical documentation such as AIP, NOTAM, aeronautical codes and abbreviations, and instrument procedure charts for departure, en-route, descent and approach;
 - (17) Precautionary and emergency procedures; safety practices associated with flight under IFR;
 - (18) Radiotelephony procedures and phraseology as applied to aircraft operations under IFR; action to be taken in case of communication failure.
 - (19) Appropriate information in advisory material published by the Authority that applies to flight operations under IFR.
 - (20) Air traffic control system and procedures for instrument flight operations.
 - (21) IFR navigation and approaches by use of navigation systems.
 - (22) Use of IFR en route and instrument approach procedure charts.
 - (23) Safe and efficient operation of aircraft under instrument flight rules and conditions.

APPENDIX 2 TO 8.215: INSTRUMENT RATING FLIGHT INSTRUCTION REQUIREMENTS

- (a) In addition to the requirements of 8.215, an applicant for an instrument rating shall receive and log training from an authorised instructor in an aircraft, or in an approved flight simulator or approved flight training device that includes the following areas of operation—
- (1) 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;
 - (2) Pre-flight inspection, use of checklists, taxiing and pre take-off checks;
 - (3) 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;
 - (viii) In-flight manoeuvres and particular flight characteristics.
 - (4) Air traffic control clearances and procedures;
 - (5) Flight by reference to instruments;
 - (6) Navigation systems;
 - (7) Instrument approach procedures;
 - (8) Emergency operations; and
 - (9) Postflight procedures.
- (b) Additionally, *for multi-engine aeroplanes*—
- (1) All of the elements included in paragraph (3) and
 - (2) Operation of the aeroplane or helicopter (as appropriate) solely by reference to instruments with one engine inoperative or simulated inoperative.

APPENDIX 3 TO 8.215: INSTRUMENT RATING AERONAUTICAL EXPERIENCE REQUIREMENTS

- (a) In addition to the requirements of 8.215, an applicant for an instrument rating shall have logged the following—
- (1) At least 50 hours of cross-country flight time as PIC, of which at least 10 hours shall be in the aircraft category for the instrument rating sought; and
 - (2) A total of 40 hours of total instrument time on the areas of operation of this Section, to include—
 - (i) At least 10 hours of instrument flight training from an authorised instructor in the aircraft category for which the instrument rating is sought;
 - (ii) Up to 30 hours of this time may be in a flight simulator under the supervision of an authorized instructor;
 - (iii) No more than 20 hours of this time can be in a basic instrument flight trainer under the supervision of an authorized instructor
 - (iv) At least 3 hours of instrument training that is appropriate to the instrument rating sought from an authorised instructor in preparation for the practical test within the 60 days preceding the date of the test;
- (b) The instrument training on cross-country flight procedures specific to the category of aircraft shall include at least one cross-country flight in the aircraft that is performed under IFR, and consists of—
- (1) A distance, along airways or ATC-directed routing, of at least—
 - (i) *For an instrument – aeroplane rating*, 250 nautical miles, or

- (ii) *For an instrument - helicopter rating*, 100 nautical miles; and
- (2) An instrument approach at each aerodrome; and
- (3) Three different kinds of approaches with the use of navigation systems;

APPENDIX 1 TO 8.235: CATEGORY II OR III AUTHORISATION GENERAL REQUIREMENTS

- (a) An applicant for an authorisations for Category II or III operations shall pass a practical test for—
 - (1) Issuance or renewal of a Category II or III pilot authorisation.
 - (2) The addition of another type aircraft to a Category II or III pilot authorisation.
- (b) To be eligible for the practical test for an authorisation under this Section, an applicant shall—
 - (1) Meet the prescribed requirements; and
 - (2) If the applicant has not passed a practical test for this authorisation during the 12 calendar months preceding the month of the test—
 - (i) Meet the prescribed requirements and
 - (ii) Have performed at least six ILS approaches during the 6 calendar months preceding the month of the test, of which at least three of the approaches shall have been conducted without the use of an approach coupler.
- (c) An applicant shall accomplish the prescribed approaches—
 - (1) Under actual or simulated instrument flight conditions;
 - (2) To the minimum decision height for the ILS approach in the type aircraft in which the practical test is to be conducted, except that the approaches need not be conducted to the decision height authorised for Category II operations;
 - (3) To the decision height authorised for Category II operations only if conducted in an approved flight simulator or an approved flight training device; and
 - (4) In an aircraft of the same category and class, and type, as applicable, as the aircraft in which the practical test is to be conducted or in an approved flight simulator that—
 - (i) Represents an aircraft of the same category and class, and type, as applicable, as the aircraft in which the authorisation is sought; and
 - (ii) Is used in accordance with an approved course conducted by an ATO.
- (d) The flight time acquired in meeting the prescribed requirements may be used.

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APPENDIX 2 TO 8.235: CATEGORY II OR III AUTHORISATION PRACTICAL ORAL EXAMINATION

- (a) During the practical test, the applicant shall demonstrate knowledge requirements of Table 1-8.235 through oral questioning.
- (b) An inspector or evaluator may conduct oral questioning at any time during the practical test.

TABLE 1 - 8.235 DEMONSTRATED AERONAUTICAL KNOWLEDGE REQUIREMENTS	CAT II	CAT III
1. Required landing distance	X	X
2. Use and limitations of RVR, including determination of controlling RVR and required transmissometers	X	X
3. Characteristics and limitations of the ILS and runway lighting system	X	X
4. Characteristics and limitations of the flight director system, auto approach coupler (including split axis type if equipped), auto throttle system (if equipped), and other required Category II or III equipment	X	X
5. Instrument and equipment failure warning systems	X	X
6. Use of visual clues, their availability or limitations, and altitude at which they are normally discernible at reduced RVR readings	X	X
7. The expected sequence of visual cues during an approach in which visibility is at or above landing minima	X	X
8. Demonstration of expected visual references with weather at minimum conditions	X	X
9. Recognition of the decision height or alert height, as applicable, using a radar altimeter	X	X
10. Missed approach procedures and techniques using computed or fixed attitude guidance displays	X	X
11. Procedures and techniques related to transition from non visual to visual flight during a final approach under reduced RVR	X	X
12. Recognition of and proper reaction to significant failures encountered prior to and after reaching the alert height or decision height, as applicable	X	X
13. Recognition of the limits of acceptable aircraft position and flight path tracking during approach, flare, and, if applicable, rollout		X
14. Recognition of, and reaction to, airborne or ground system faults or abnormalities, particularly after passing alert height or decision height, as applicable		X
15. Unexpected deterioration of conditions to less than minimum RVR during approach, flare, and rollout		X
16. Assigned duties of the SIC during Category II or III operations, unless the aircraft for which authorisation is sought does not require an SIC	X	X
17. Effects of vertical and horizontal windshear	X	X

APPENDIX 3 TO 8.235: CATEGORY II OR III AUTHORISATION PRACTICAL FLIGHT EXAMINATION

- (a) The practical flight test shall be conducted in an aircraft of the same category, class, and type, as applicable, as the aircraft in which the authorisation is sought or in an approved flight simulator that—
 - (1) Represents an aircraft of the same category and class, and type, as applicable, as the aircraft in which the authorisation is sought; and
 - (2) Is used in accordance with an approved course conducted by an ATO.
- (b) All approaches performed during the flight increment shall be made with the use of an approved flight control guidance system, except as noted in the table included in this section.
- (c) For an authorisation for an aircraft that requires a type rating, the applicant shall pass a practical test in coordination with a SIC who holds a type rating in the aircraft in which the authorisation is sought.
- (d) An inspector or evaluator may conduct oral questioning at any time during a practical test.
- (e) The practical tests shall include the prescribed manoeuvres and procedures—
 - (1) Under actual or simulated instrument flight conditions that replicate, throughout the practical test, the minimum weather conditions for the category of approach, landing and rollout;
 - (2) To the minimum height for the category or ILS approach in the type aircraft in which the practical test is to be conducted;

Note: If the practical test is conducted in the aircraft, the examining official may exercise the discretion to set a higher minimum height appropriate to the circumstances.

TABLE 2 - 8.235 DEMONSTRATED AERONAUTICAL SKILL REQUIREMENTS	CAT II	CAT III
1. Coupled ILS approach (transitioning to a landing)	X	X
2. Coupled ILS approach (transitioning to a missed approach)	X	X
3. Hand flown ILS approach, using the flight director commands	X	
4. Normal automatic landing and rollout		X
5. Normal autoland, with a manual rollout (IIIb) after a fail-passive disconnect at touchdown		X
6. Normal hand-flown landing	X	
7. Missed approach s	X	X
8. Missed approach with inoperative engine (if aircraft has performance capability)	X	X

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APPENDIX 4 TO 8.235: GENERAL REQUIREMENTS FOR CATEGORY II & CATEGORY III PILOT AUTHORISATIONS

- (a) The Authority will issue a Category II or Category III pilot authorisation by letter, as a part of an applicant's instrument rating or airline transport pilot certificate.
- (b) Upon original issue the authorisation will contain the following limitations—
- (1) For Category II operations, 1,600 feet RVR and a 150-foot decision height; and
 - (2) For Category III operations, as specified in the authorisation document.
- (c) To remove the limitations on a Category II or Category III pilot authorisation—
- (1) A Category II limitation holder may remove the limitation by showing that, since the beginning of the sixth preceding month, the holder has made three Category II ILS approaches with a 150-foot decision height to a landing under actual or simulated instrument conditions; or
 - (2) A Category III limitation holder may remove the limitation by showing experience as specified in the authorisation.
- (d) An authorisation holder or an applicant for an authorisation may use a flight simulator or flight training device if it is approved by the Authority for such use, to meet the prescribed experience requirements or for the practical test required by this Schedule for a Category II or a Category III pilot authorisation, as applicable.

APPENDIX 1 TO 8.260: MANOEUVRES & PROCEDURES FOR STUDENT PILOT PRE-SOLO FLIGHT TRAINING

- (a) In addition to the requirements of 8.260, a student pilot who is receiving training for solo flight shall receive and log flight training listed in the following table of manoeuvres and procedures, as applicable, for each category and class rating—

*Note: In the table below the abbreviations indicated the category and/or class of aircraft as follows:
A=Aeroplane; RH=Rotorcraft-Helicopter; RG=Rotorcraft-Gyroplane; PL=Powered Lift; G=Glider;
LA=Airship; FB=Free Balloon.*

TABLE: APPENDIX 1 TO 8.260 SPECIFIC MANOEUVRES AND PROCEDURES	A	RH	RG	PL	G	LA	FB
(1) Proper flight preparation procedures, including preflight planning and preparation, powerplant operation, and aircraft systems	X	X	X	X	X	X	X
(2) Layout and assembly procedures							X
(3) Procedures for disassembly and assembly of the glider					X		
(4) Taxiing or surface operations, including runups	X	X	X	X	X	X	X
(5) Inspection of towline rigging and review of signals and release procedures					X		
(6) Aerotow, ground tow, or self-launch procedures					X		
(7) Hovering and hovering turns		X		X			
(8) Takeoffs and landings, including normal and crosswind	X	X	X	X	X	X	X
(9) Launches, including normal and crosswind					X		
(10) aerodrome traffic patterns, including entry and departure procedures	X	X	X	X	X	X	
(11) Collision avoidance, windshear avoidance, and wake turbulence avoidance	X	X	X	X	X	X	X
(12) Ascents and descents							X

(13) Climbs and climbing turns	X	X	X	X	X	X	X
(14) Straight and level flight, and turns in both directions	X	X	X	X	X	X	X
(15) Procedures and techniques for thermalling					X		
(16) Rigging, ballasting, and controlling pressure in the ballonets, and superheating						X	
(17) Operation of hot air or gas source, ballast, valves, vents, and rip panels, as appropriate							X
(18) Descents, with and without turns, using high and low drag configurations	X	X	X	X	X	X	X
(19) Flight at various airspeeds from cruise to slow flight	X	X	X	X	X	X	
(20) Stall entries from various flight attitudes and power combinations with recovery initiated at the first indication of a stall, and recovery from a full stall	X	X			X		
(21) Emergency procedures and equipment malfunctions	X	X	X	X	X	X	X
(22) Ground reference manoeuvres	X	X	X	X			
(23) Approaches to the landing area	X	X	X	X	X	X	X
(24) The effects of wind on climb and approach angles							X
(25) Obstruction detection and avoidance techniques							X
(26) Approaches to a landing area with simulated engine malfunctions	X	X	X			X	
(27) Simulated one-engine-inoperative approaches and landings for multi engine aircraft		X		X			
(28) Slips to a landing	X				X		
(29) Landings with positive and with negative static trim						X	
TABLE: APPENDIX 1 TO 8.260 [CONTINUED] SPECIFIC MANOEUVRES AND PROCEDURES	A	RH	RG		G	LA	FB
(30) Landing and recovery procedures							X
(31) Rapid decelerations		X					
(32) Go-arounds	X	X	X	X		X	
(33) Simulated emergency procedures, including autorotational descents with a power recovery and power recovery to a hover		X		X			
(34) Simulated emergency procedures, including simulated power-off landings and simulated power failure during departures			X	X			
(35) High rates of descent with power on and with simulated power off, and recovery from those flight configurations			X	X			
(36) Emergency operations, including towline break procedures					X		
(37) Use of deflation valves or rip panels for simulating an emergency							X

APPENDIX 1 TO 8.265: MANOEUVRES & PROCEDURES FOR STUDENT PILOT CROSS-COUNTRY FLIGHT TRAINING

(a) A student pilot who is receiving training for cross-country flight shall receive and log flight training in the manoeuvres and procedures listed in the following table—

*Note: In the table below the abbreviations indicated the category and/or class of aircraft as follows:
A=Aeroplane; RH=Rotorcraft-Helicopter; RG=Rotorcraft-Gyroplane; PL=Powered Lift; G=Glider;
LA=Airship; FB=Free Balloon.*

TABLE: APPENDIX 1 TO 8.265 SPECIFIC MANOEUVRES AND PROCEDURES	A	RH	RG	PL	G	LA	FB
(1) Use of aeronautical charts for VFR navigation using pilotage and dead reckoning with the aid of a magnetic compass	X	X	X	X	X	X	
(2) Use of aircraft performance charts pertaining to cross-country flight	X	X	X	X		X	
(3) Procurement and analysis of aeronautical weather reports and forecasts, including recognition of critical weather situations and estimating visibility while in flight	X	X	X	X	X	X	
(4) Recognition of weather and upper air conditions favourable for cross-country soaring, ascending flight, descending flight, and altitude control					X		
(5) Recognition of weather and upper air conditions conducive for the direction of cross-country flight						X	
(6) Recognition, avoidance, and operational restrictions of hazardous terrain features in the geographical area where the student pilot will conduct cross-country flight	X	X	X	X	X	X	
(7) Use of radios for VFR navigation and two-way communications	X	X	X	X		X	
(8) Climbs at best angle and best rate	X	X	X	X			
(9) Control of air pressure with regard to ascending and descending flight and altitude control						X	
TABLE: APPENDIX 1 TO 8.265 [CONTINUED] SPECIFIC MANOEUVRES AND PROCEDURES	A	RH	RG	PL	G	LA	FB
(10) Control and manoeuvring solely by reference to flight instruments, including straight and level flight, turns, descents, climbs, use of radio aids, and ATC directives	X	X	X	X		X	
(11) Landings accomplished without the use of the altimeter from at least 2,000 feet above the surface					X		

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APPENDIX 1 TO 8.280: PRIVATE PILOT AERONAUTICAL KNOWLEDGE REQUIREMENTS

(a) In addition to the requirements of 8.280, required aeronautical knowledge areas for private pilots, as appropriate to the category and class of aircraft rating sought, are provided in the following table—

*Note: In the table below the abbreviations indicated the category and/or class of aircraft as follows:
 A=Aeroplane; RH=Rotorcraft-Helicopter; RG=Rotorcraft-Gyroplane; PL=Powered Lift; G=Glider;
 LA=Airship; FB=Free Balloon.*

TABLE: APPENDIX 1 TO 8.280 SPECIFIC KNOWLEDGE SUBJECTS	A	RH	RG	PL	G	LA	FB
(1) Applicable laws and regulations rules of the air, altimeter setting procedures; appropriate air traffic services practices and procedures	X	X	X	X	X	X	X
(2) Principles of operation (and functioning of powerplants, if applicable), systems and instruments including limitations, relevant to the aircraft category rating sought.	X	X	X	X	X	X	X
(3) Operating limitations of the relevant category of aircraft (and powerplants, if applicable); relevant operational information from the flight manual or other appropriate document;	X	X	X	X	X	X	X
(4) Transmissions (power train);		X		X			
(5) Physical properties and practical application of gases;						X	X
(6) Effects of load and mass distribution on flight characteristics; mass and balance calculations	X	X	X	X	X	X	X
(7) Use and practical application of take-off (launching), landing and other performance data, including the effect of temperature;	X	X	X	X	X	X	X
(8) Pre-flight and en-route flight planning appropriate to private operations under VFR; including—	X	X	X	X		X	
(a) Pre-flight and en-route flight planning appropriate to private operations under VFR; preparation and filing of air traffic services flight plans;	X	X	X	X		X	
(b) appropriate air traffic services procedures;	X	X	X	X	X	X	X
(c) position reporting procedures;	X	X	X	X		X	
(d) Altimeter setting procedures;	X	X	X	X	X	X	X
(e) Operations in areas of high-density traffic; collision avoidance;	X	X	X	X	X	X	X
(f) Obtaining information on runway lengths at aerodromes of intended use, data on takeoff and landing distances;	X	X	X	X	X		
TABLE: APPENDIX 1 TO 8.280 [CONTINUED] SPECIFIC KNOWLEDGE SUBJECTS	A	RH	PL	PL	G	LA	FB
(g) Determining minimum fuel requirements;	X	X	X	X		X	X
(h) Planning for alternatives if the planned flight cannot be completed or delays are encountered;	X	X	X	X	X	X	X
(i) Operations in areas of high density;	X	X	X	X	X	X	X
(9) Human performance relevant to the aircraft category, including principles of threat and error management;	X	X	X	X	X	X	X

(10) Applications of elementary aeronautical meteorology, including—	X	X	X	X	X	X	X
(a) Procedures and legends for obtaining, meteorological information; altimetry	X	X	X	X	X	X	X
(b) Procurement and use of aeronautical weather reports and forecasts	X	X	X	X	X	X	X
(11) Practical aspects of air navigation and dead-reckoning techniques; use of aeronautical charts for VFR navigation;	X	X	X	X	X	X	X
(12) Application of threat and error management to operational performance;	X	X	X	X		X	X
(13) altimeter setting procedures	X	X	X	X	X	X	X
(14) Use of aeronautical documentation such as AIP, NOTAM, aeronautical codes and abbreviations	X	X	X	X	X	X	X
(15) Appropriate precautionary and emergency procedures and actions specifically relevant to the aircraft category, including—						X	X
(a) Action to be taken to avoid hazardous weather, wake turbulence and other operating hazards;						X	X
(b) Actions to be take to avoid operating hazards, such as settling with power, ground resonance, retreating blade stall; dynamic roll-over and other operating hazards; safety procedures associated with flight in VMC;		X	X				
(16) Principles of flight specifically relevant to the aircraft category	X	X	X	X	X	X	X
(17) Radiotelephony communications procedures and phraseology as applied to VFR operations; action to be taken in case of communication failure	X	X	X	X	X	X	X
(18) Different launch methods and associated procedures					X	X	X
(19) Accident reporting procedures	X	X	X	X	X	X	X

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APPENDIX 1 TO 8.285: PRIVATE PILOT FLIGHT INSTRUCTION REQUIREMENTS

(a) In addition to the requirements of 8.285, an applicant for a private pilot licence shall receive and log ground and flight training listed in the following table from an authorised instructor appropriate to the category and class of aircraft.

*Note: In the table below the abbreviations indicated the category and/or class of aircraft as follows:
 A=Aeroplane; RH=Rotorcraft-Helicopter; RG=Rotorcraft-Gyroplane; PL=Powered Lift; G=Glider;
 LA=Airship; FB=Free Balloon.*

TABLE: APPENDIX 1 TO 8.285 SPECIFIC TRAINING EVENTS	A	RH	RG	PL	G	LA	FB
(1) Recognition and management of threats and errors;	X	X	X	X		X	
(2) Pre-flight operations, including—	X	X	X	X	X	X	X
(a) Mass and balance determination	X	X	X	X	X	X	X
(b) Aircraft inspection and servicing	X	X	X	X	X	X	X
(d) Aircraft assembly, rigging, and inspection					X		X
(e) Inflation and mooring						X	X
(3) Aerodrome and traffic pattern operations, including—	X	X		X	X	X	X
(a) Collision avoidance precautions and procedures.	X	X	X	X	X	X	
(b) Operations to, from and transiting controlled aerodromes, compliance with air traffic services procedures;	X	X	X	X	X	X	
(c) Traffic pattern operations,	X	X	X	X	X	X	
(d) Operations to and from aerodrome	X	X	X	X	X	X	
(e) Operations to and from seaplane base	X						
(f) Operations to and from heliport		X					
(g) Operations to and from glider port					X		
(4) Control of aircraft by external visual reference;	X	X		X	X	X	X
(5) Ground reference manoeuvres	X	X		X			
(6) Control of aircraft throughout the flight envelope and in critical regimes of flight, including—							
(a) Flight at critically slow airspeeds; recognition of, and recovery from, incipient and full stalls;	X			X	X		
(b) Flight at critically high airspeeds, recognition of, and recovery from, spiral dives	X			X	X		
(c) Recovery at the incipient stage from settling with power; recovery techniques from low-rotor rpm within the normal range of engine rpm		X		X			
(d) Recognition of, and recovery from, rapid descents							X
(7) Takeoff and landings, including—							
(a) Normal takeoffs (launches) and landings	X		X	X	X	X	
(b) Cross-wind takeoffs (launches) and landings	X		X	X	X	X	
(c) Maximum performance (short and obstacle clearance) takeoffs;	X		X	X		X	
(d) Short-field landings	X		X	X	X		

TABLE: APPENDIX 1 TO 8.285 [CONTINUED] SPECIFIC TRAINING EVENTS	A	RH	RG	PL	G	LA	FB
(e) Go-arounds	X		X	X		X	
(f) Ground manoeuvring and run-ups, hovering takeoffs and landings, normal out of wind and sloping ground		X	X	X			
(g) Takeoffs and landings with minimum necessary power; maximum performance takeoff and landing techniques; restricted site operations; quick stops;		X	X	X			
(h) Techniques and procedures for the takeoff (launching and ascent) method used, including appropriate airspeed limitations, emergency procedures and signals used;					X	X	X
(i) Approaches and landings, including ground handling						X	X
TABLE: APPENDIX 1 TO 8.285 [CONTINUED] SPECIFIC TRAINING EVENTS	A	RH	RG	PL	G	LA	FB
(8) Cross-country flying, using—	X	X	X	X	X	X	X
(a) Visual reference;	X	X	X	X	X	X	X
(b) Dead reckoning;	X	X	X	X	X	X	
(c) Radio navigation aids, where available,	X	X	X	X	X	X	
(d) Including a flight of at least one hour.		X	X	X	X	X	
(9) Flight by reference solely to instruments, including the completion of a level 180° turn	X	X	X	X		X	
(10) Emergency operations, including—							
(a) Simulated equipment malfunctions pertinent to the specific aircraft category;	X	X	X	X	X	X	
(b) Autorative approach;		X	X	X			
(c) Power of reconversion to auto rotation and auto rotative approach, where applicable; transmission and interconnect driveshaft failure, where applicable				X			
(d) Recognition of leaks						X	X
(11) Communications procedures and phraseology.	X	X		X	X	X	
(12) Soaring techniques and performance speeds					X		
(13) Cross-Country flight of more than 250 nautical miles, with takeoff and landings at three separate points.	X	X	X	X			
(14) Cross-Country flight of more than one hour or 100 nautical miles, with takeoff and landings at three separate points.		X	X	X			
(15) Night flying, including take-offs, landings and navigation.	X	X	X	X		X	
(16) Night flying, including take-offs, landings and navigation, if the privileges of the licence are to be exercised at night					X		X
(17) Post-flight procedures	X	X		X	X	X	X

APPENDIX 1 TO 8.290: PRIVATE PILOT EXPERIENCE REQUIREMENTS

(a) The requirements specified in this table are in addition to the requirements of 8.290.

*Note: In the table below the abbreviations indicated the category and/or class of aircraft as follows:
 A=Aeroplane; RH=Rotorcraft-Helicopter; PL=Powered Lift; G=Glider; LA=Airship; FB=Free Balloon.*

TABLE: APPENDIX 1 TO 8.290 SPECIFIC EXPERIENCE	A	RH	RG	PL	G	LA	FB
MINIMUM NUMBER OF FLIGHT HOURS IN AIRCRAFT CATEGORY/CLASS							
(1) Total Pilot time	40	40	40	40		40	
(2) Total Pilot Time – Approved Course	35	35		40		40	
(3) Flight Instruction	20	20	20	20	10	20	16
(4) Flight Instruction - Cross-Country	3	3	3	3		3	
(5) Flight Instruction – Instruments	3	2	2	3		3	
(6) Flight Instruction - Preparation for practical test (in previous 60 days)	3	3	3	3		3	
(7) Solo Flight Time under the supervision of an instructor	10	10	10	10	2	10	
(8) Solo Flight Time - Cross-Country	5	5	5	5		5	
NUMBER OF SPECIAL FLIGHTS							
(9) Solo takeoffs and landings to a full stop (with each landing involving a flight in the traffic pattern) at an aerodrome with an operating control tower	5	5	5	5		5	
(10) Solo cross-country flight (of minimum specified nautical miles), in the course of which landings at two different points shall be made	1 (150)	1 (100)	1 (100)	1 (100)		1 (50)	
(11) Free Balloon Ascent, if gas used, to 2000 ft AGL							1
(12) Free Balloon Ascent, if airborne heater used, to 3000 feet AGL							2
NUMBER OF FLIGHTS							
(13) Training Flights (Launches & Landings)					20		8
(14) Solo Flights					10		3
(15) Training Flights – Practical Test Preparation (within previous 60 days)					3		1

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APPENDIX 1 TO 8.295: LICENCE LIMITATIONS FOR PRIVATE PILOT WITH BALLOON RATINGS

- (a) The requirements of this Appendix are in addition to the requirements of 8.295.
- (b) If an applicant for a private pilot licence with a balloon rating takes a practical test in a balloon with an airborne heater—
- (1) The Authority shall place upon the pilot licence a limitation restricting the exercise of the privileges of that licence to a balloon with an airborne heater; and
 - (2) The pilot may remove the limitation by obtaining the required aeronautical experience in a gas balloon and 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 gas balloon.
- (c) If an applicant for a private pilot licence with a balloon rating takes a practical test in a gas balloon—
- (1) The Authority shall place upon the pilot licence a limitation restricting the exercise of the privilege of that licence to a gas balloon; and
 - (2) The pilot may remove the limitation by obtaining the required aeronautical experience in a balloon with an airborne heater and receiving a logbook endorsement from an authorised instructor who attests to the pilot's accomplishment of the required aeronautical experience and ability to satisfactorily operate a balloon with an airborne heater.

APPENDIX 1 TO 8.310: COMMERCIAL PILOT AERONAUTICAL KNOWLEDGE REQUIREMENTS

- (a) In addition to the requirements of 8.310, an applicant for a commercial pilot licence shall receive and log ground training from an authorised instructor on the aeronautical knowledge areas of paragraph (b) of this section that apply to the aircraft category and class rating sought.

*Note: In the table below the abbreviations indicated the category and/or class of aircraft as follows:
 A=Aeroplane; RH=Rotorcraft-Helicopter; RG=Rotorcraft-Gyroplane; PL=Powered Lift; G=Glider;
 LA=Airship; FB=Free Balloon*

TABLE: APPENDIX 1 TO 8.310 SPECIFIC KNOWLEDGE SUBJECTS	A	RH	RG	PL	G	LA	FB
(1) Applicable laws and regulations relevant to the holder of a commercial pilot licence; rules of the air, appropriate air traffic services practices and procedures	X	X	X	X	X	X	X
(2) Principles of operation and functioning of powerplants, systems and instruments including limitations, relevant to the aircraft rating sought.	X	X	X	X	X	X	X
(3) Operating limitations of the relevant category of aircraft and powerplants; relevant operational information from the flight manual or other appropriate document;	X	X	X	X	X	X	X
(4) Use and serviceability checks of equipment and systems of appropriate aircraft;	X	X	X	X	X	X	X
(5) Maintenance procedures for airframes, systems and powerplants of appropriate aircraft;	X	X	X	X	X	X	X
(6) Transmissions (power train);		X		X			
(7) Physical properties and practical application of gases;						X	X
(8) Effects of load and mass distribution on flight characteristics and performance; mass and balance calculations	X	X	X	X	X	X	X
(9) Use and practical application of take-off, landing and other performance data,	X	X	X	X	X	X	X
TABLE: APPENDIX 1 TO 8.310 [CONTINUED] SPECIFIC KNOWLEDGE SUBJECTS	A	RH	RG	PL	G	LA	FB

(10) Pre-flight and en-route flight planning appropriate to commercial operations under VFR; including—	X	X	X	X	X	X	X
(a) Pre-flight and en-route flight planning appropriate to private operations under VFR; preparation and filing of air traffic services flight plans;	X	X	X	X		X	
(b) appropriate air traffic services procedures;	X	X	X	X	X	X	X
(c) position reporting procedures;	X	X	X	X		X	
(d) Altimeter setting procedures;	X	X	X	X	X	X	X
(e) Operations in areas of high-density traffic; collision avoidance;	X	X	X	X	X	X	X
(f) Obtaining information on runway lengths at aerodromes of intended use, data on takeoff and landing distances;	X	X	X	X	X		
(g) Determining minimum fuel requirements;	X	X	X	X		X	X
(h) Planning for alternatives if the planned flight cannot be completed or delays are encountered;	X	X	X	X	X	X	X
(11) Effects of external loading on handling;		X		X			
(12) Human performance including principles of threat and error management;	X	X	X	X	X	X	X
(13) Interpretation and application of aeronautical meteorological reports, charts and forecasts; use of, and procedures for obtaining, meteorological information preflight and in-flight; altimetry;	X	X	X	X	X	X	X
(14) Aeronautical meteorology; climatology of relevant areas in respect to the elements having an effect upon aviation; the movement of pressure systems; the structure of fronts; and the origin and characteristics of significant weather phenomena which affect takeoff, enroute and landing conditions;	X	X	X	X	X	X	X
(15) Causes, recognition and effects of icing; frontal zone penetration procedures; hazardous weather avoidance;	X	X	X	X	X	X	X
(16) Air navigation, including the use of aeronautical charts, instruments and navigation aids, an understanding of the principles and characteristics of appropriate navigation systems; operation of airborne equipment;	X	X	X	X	X	X	X
(17)(a) Use, limitation and serviceability of avionics and instruments necessary for control and navigation;	X	X	X	X	X	X	
(17)(b) Use, accuracy and reliability of navigation systems used in departure, enroute, approach and landing phases of flight, identification of radio navigation aids;	X	X	X	X	X	X	
(17)(c) Principles and characteristics of self-contained and external referenced navigation systems, operation of airborne equipment;	X	X	X	X	X	X	
(18) Application of threat and error management to operational performance;	X	X	X	X	X	X	X
(19) Use of aeronautical documentation such as AIP, NOTAM, aeronautical codes and abbreviations	X	X	X	X	X	X	X
(20) altimeter setting procedures	X	X	X	X	X	X	X
(21) Appropriate precautionary and emergency procedures,	X	X	X	X	X	X	X
TABLE: APPENDIX 1 TO 8.310 [CONTINUED] SPECIFIC KNOWLEDGE SUBJECTS	A	RH	RG	PL	G	LA	FB

(23) Operational procedures for carriage of freight (including external loads); potential hazards associated with dangerous goods;	X	X	X	X	X	X	X
(24) Requirements and practices for safety briefing to passengers, including precautions to be observed when embarking and disembarking from the aircraft	X	X	X	X	X	X	X
(25) Appropriate precautionary and emergency actions to be taken to avoid operating hazards, such as settling with power, ground resonance, retreating blade stall; dynamic roll-over and other operating hazards; safety procedures associated with flight in VMC;		X	X	X			
(26) Principles of flight	X	X	X	X	X	X	X
(27) Radiotelephony communications procedures and phraseology as applied to VFR operations; action to be taken in case of communication failure	X	X	X	X	X	X	X

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APPENDIX 1 TO 8.315: COMMERCIAL PILOT FLIGHT INSTRUCTION REQUIREMENTS

(a) *General.* In addition to the requirements of 8.315, an applicant for a commercial pilot licence shall receive and log ground and flight training from an authorised instructor on the areas of operation of this section that apply to the aircraft category and class rating sought, as shown in the table below.

*Note: In the table below the abbreviations indicated the category and/or class of aircraft as follows:
 A=Aeroplane; RH=Rotorcraft-Helicopter; RG=Rotorcraft-Gyroplane; PL=Powered Lift; G=Glider;
 LA=Airship; FB=Free Balloon.*

TABLE: APPENDIX 1 TO 8.315 SPECIFIC TRAINING EVENTS	A	RH	RG	PL	G	LA	FB
(1) Recognize and manage threats and errors;	X	X	X	X	X	X	X
(2) Pre-flight operations, mass and balance determination, aircraft inspection and servicing	X	X	X	X	X	X	X
(3) Aerodrome and traffic pattern operations, including—	X	X	X	X	X	X	X
(a) Collision avoidance precautions and procedures.	X	X	X	X	X	X	
(b) Operations to, from and transiting controlled aerodromes, compliance with air traffic services procedures;	X	X	X	X	X	X	
(c) Traffic pattern operations,	X	X	X	X	X	X	
(d) Operations to and from aerodromes	X	X	X	X	X	X	
(4) Control of the aircraft by external visual reference	X	X	X	X	X	X	X
(5) Control of aircraft in critical regimes of flight, including—							
(a) Flight at critically slow airspeeds; recognition of, and recovery from, incipient and full stalls;	X			X	X		
(b) Flight with asymmetrical power for multi-engine class or type ratings;	X			X	X		
TABLE: APPENDIX 1 TO 8.315 [CONTINUED] SPECIFIC TRAINING EVENTS	A	RH	RG	PL	G	LA	FB
(c) Flight at critically high airspeeds, recognition of, and recovery from, spiral dives	X			X	X		
(d) Recovery at the incipient stage from settling with power; recovery techniques from low-rotor rpm within the normal range of engine rpm;		X	X	X			
(e) Hovering out of ground effect; operations with external load, if applicable; flight at high altitude;		X	X	X			
(6) Takeoff and landings, including—							
(a) Normal takeoffs and landings	X				X	X	
(b) Cross-wind takeoffs and landings	X				X	X	
(c) Maximum performance (short field and obstacle clearance) takeoffs;	X					X	
(d) Short-field landings	X				X		
(e) Go-arounds	X					X	
(f) Ground manoeuvring and run-ups, hovering takeoffs and landings, normal, out of wind and sloping ground; steep approaches		X	X	X			

(g) Rolling takeoffs and climbout; rolling approach and landings;		X	X	X			
(h) Takeoffs and landings with minimum necessary power; maximum performance takeoff and landing techniques; restricted site operations; quick stops;		X	X	X			
(i) Techniques and procedures for the takeoff (launching and ascent method used, including appropriate airspeed limitations, emergency procedures and signals used;					X	X	X
(j) Approaches and landings, including ground handling						X	X
(7) Flight under IFR	X	X	X	X		X	
(8) Basic flight manoeuvres and recovery from unusual attitudes by reference solely to basic flight instruments	X	X	X	X		X	
(9) Cross-country flying using visual reference, pilotage, dead reckoning and radio navigation aids; diversion procedures;	X	X	X	X	X	X	X
10) Abnormal and emergency procedures and manoeuvres, including simulated aircraft equipment malfunctions	X	X	X	X		X	
(a) Auto rotative landing;		X	X	X			
(b) Power of reconversion to auto rotation and autorotative approach, where applicable; transmission and interconnect driveshaft failure, where applicable;	X	X	X	X		X	
(c) Recognition of leaks;	X	X	X	X		X	
(11) Communication procedures and phraseology						X	X
(12) Inflation and mooring						X	X
(13) Ground manoeuvring and run-ups; hovering		X	X				
(14) Operations from aerodrome	X	X	X	X	X	X	
(a) Operations to and from seaplane	X						
TABLE: APPENDIX 1 TO 8.315 [CONTINUED] SPECIFIC TRAINING EVENTS	A	RH	RG	PL	G	LA	FB
(b) Operations to and from heliport		X	X				
(c) Traffic pattern operations,	X	X	X	X	X	X	
(d) Operations to, from and transitioning through controlled aerodromes, compliance with air traffic services procedures, radiotelephony procedures and phraseology	X	X	X	X		X	
(15) Pre-flight planning, including mass and balance determination	X	X	X	X	X	X	X
(16) Techniques and procedures for the launching and ascent method used, including appropriate airspeed limitations, emergency procedures and signals used;					X		X
(17) Normal and cross-wind take-offs (or launches)	X	X	X	X	X	X	
(18) Maximum performance (short field and obstacle clearance) take-offs	X	X	X	X			
(19) Take-offs with minimum necessary power; out of wind; sloping ground		X	X				
(20) High altitude takeoffs	X	X	X	X			
(21) Normal and cross-wind landings	X	X	X	X	X	X	

(22) Maximum performance (short field and obstacle clearance) landings	X	X	X	X			
(23) Landings with minimum necessary power; out of wind; sloping ground		X	X				
(24) High altitude landings	X	X	X	X			
(25) Go-arounds from landing approach	X	X	X	X		X	
(26) Aircraft assembly, rigging, and inspection					X		X
(27) Restricted site operations, quick stops		X	X				
(28) Steep Approaches		X	X				
(29) Auto rotative approaches and landings		X	X	X			
(30) Approaches and landings, including ground handling						X	X
(31) Flight at critically slow airspeeds	X	X	X	X	X		
(32) Flight at high altitudes	X	X	X	X			
(33) Hovering out of ground effect		X	X				
(34) Spin avoidance; recognition of, and recovery from, incipient and full stalls	X				X		
(35) Flight throughout the flight envelope, including critically high airspeeds	X	X	X	X	X		
(36) Ground reference manoeuvres	X	X	X	X			
(37) External load operations, if appropriate		X	X			X	
(38) Performance manoeuvres, including lazy eight, chandelle and steep turns	X						
(39) Soaring techniques and performance speeds					X		
(40) Recovery at the incipient stage from settling with power; recovery techniques from low-rotor rpm within the normal range of engine rpm		X	X				
TABLE: APPENDIX 1 TO 8.315 [CONTINUED] SPECIFIC TRAINING EVENTS	A	RH	RG	PL	G	LA	FB
(41) Cross-Country flight of more than 250 nautical miles, with takeoff and landings at three separate points.	X	X	X	X			
(42) Cross-Country flight of more than one hour or 100 nautical miles, with takeoff and landings at three separate points.		X	X	X			
(43) Night flying, including take-offs, landings and navigation.	X	X	X	X			
(44) Night flying, including take-offs, landings and navigation, if the privileges of the licence are to be exercised at night					X	X	X
(45) Post-flight procedures	X	X	X	X	X	X	X

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APPENDIX 1 TO 8.320: COMMERCIAL PILOT AERONAUTICAL EXPERIENCE REQUIREMENTS

- (a) In addition to the requirements of 8.320 and, unless prescribed by the Authority otherwise for a specific category or class, an applicant for a commercial pilot licence shall log at least the following hours of flight time as a pilot in each category and class applied for, including at least the following—

*Note: In the table below the abbreviations indicated the category and/or class of aircraft as follows:
A=Aeroplane; RH=Rotorcraft-Helicopter; RG=Rotorcraft-Gyroplane; PL=Powered Lift; G=Glider;
LA=Airship; FB=Free Balloon.*

TABLE: APPENDIX 1 TO 8.320 SPECIFIC EXPERIENCE	A	RH	RG	PL	G	LA	FB
MINIMUM NUMBER OF FLIGHT HOURS							
(1) Pilot	200	150	150	150		200	
(2) Pilot – Aircraft Category	50				25		
(3) Pilot – Aircraft Class	50	50	25	25		25	
(4) Pilot - Night	10	10	10	10		5	
(5) Pilot-In-Command – All Aircraft	100	100	100	100		100	
(6) Pilot-In-Command – Aircraft Class	50	35	35	50	30	35	35
(7) Pilot-In-Command – Cross Country – Aircraft Category	50	20	20	20		20	
(8) Pilot-In-Command – Cross Country – Aircraft Class	10	10	10	10	10	10	
(9) Flight Instruction – Aircraft Class	20	20	20	20	10	20	16
(10) Flight Instruction - Cross-Country	3	3	3	3		3	
(11) Flight Instruction – Complex (or Turbine-powered if applicable) Aircraft	10	10					
(12) Flight Instruction - Preparation for practical test (in previous 60 days)	3	3	3	3		3	
NUMBER OF SPECIAL EVENTS							
(14) Night takeoffs and landings to a full stop (with each landing involving a flight in the traffic pattern) at an aerodrome)	10	5	5	5		5	
(15) Solo takeoffs and landings to a full stop (with each landing involving a flight in the traffic pattern) at an aerodrome with an operating control tower	5	3	3	3		3	
(16) Solo cross-country flight (of minimum specified nautical miles), in the course of which landings at two different points shall be made	1 (300)	1 (100)	1 (100)	1 (300)		1 (50)	
(17) Free Balloon Ascent (if gas used) to 5000 ft AGL							1
(18) Free Balloon Ascent (if airborne heater used) to 3000 feet AGL							2
NUMBER OF FLIGHTS							
(19) Cross Country Flights					10		5
(20) Training Flights (Launches & Landings)					10		10
(21) Solo Flights – Preparation for Rating					10		2
(22) Training Flights – Practical Test Preparation (within previous 60 days)					3		2

APPENDIX 1 TO 8.335: MULTI-CREW PILOT REQUIREMENTS**1. Training**

- (a) In order to meet the requirements of the multi-crew pilot licence in the aeroplane category, the applicant shall have completed an approved training course.
- (b) The training shall be competency-based and conducted in a multi-crew operational environment.
- (c) During the training, the applicant shall have acquired the knowledge, skills and attitudes required as the underpinning attributes for performing as a co-pilot of a turbine-powered air transport aeroplane certificated for operation with a minimum crew of at least two pilots.

2. Assessment Level

- (a) The applicant for the multi-crew pilot licence in the aeroplane category shall have satisfactorily demonstrated performance in all the nine competency units specified in 3, at the advanced level of competency as defined in Attachment B.
- (b) The training scheme for the multi-crew pilot licence in the aeroplane category, including the various levels of competency will be prescribed by the Authority.

3. Competency units

- (a) The nine competency units that an applicant has to demonstrate are as follows:
 - (1) Apply threat and error management (TEM) principles;
 - (2) Perform aeroplane ground operations;
 - (3) Perform take-off;
 - (4) Perform climb;
 - (5) Perform cruise;
 - (6) Perform descent;
 - (7) Perform approach;
 - (8) Perform landing; and
 - (9) Perform after-landing and aeroplane post-flight operations.
- (b) Competency units are broken down into their constituent elements, for which specific performance criteria have been defined. Competency elements and performance criteria will be prescribed by the Authority.
- (c) The application of threat and error management principles is a specific competency unit that is to be integrated with each of the other competency units for training and testing purposes.

4. Simulated flight

- (a) The flight simulation training devices used to gain the experience for the multi-crew licence shall have been approved by the Authority.
- (b) Flight simulation training devices shall be categorized as follows:
 - (1) **Type I.** E-training and part tasking devices approved by the Licensing Authority that have the following characteristics:
 - (i) Involve accessories beyond those normally associated with desktop computers, such as functional replicas of a throttle quadrant, a sidestick controller, or an FMS keypad; and
 - (ii) Involve psychomotor activity with appropriate application of force and timing of responses.
 - (2) **Type I.** A flight simulation training device that represents a generic turbine-powered aeroplane.
 - (i) This requirement can be met by a flight simulation training device equipped with a daylight visual system
 - (ii) It should meet, at a minimum, the specifications equivalent to FAA FTD Level 5, or JAA FNPTII, MCC.

- (3) **Type III.** A flight simulation training device that represents a multi-engined turbine-powered aeroplane certificated for a crew of two pilots with enhanced daylight visual system and equipped with an autopilot.
 - (i) This requirement can be met by a flight simulation training device equipped with a daylight visual system.
 - (ii) It should meet, at a minimum, the specifications equivalent to a Level B simulator as defined in JAR STD 1A, as amended; and in FAA AC 120-40B, as amended, including Alternate Means of Compliance (AMOC), as permitted in AC 120-40B.
 - (iii) (Some previously evaluated Level A full flight simulators that have been approved for training and checking required manoeuvres may be used.)
- (4) **Type IV.** Fully equivalent to a Level D flight simulator or to a Level C flight simulator with an enhanced daylight visual system.
 - (i) Note.— This requirement can be met by a flight simulation training device meeting, at a minimum, the specifications equivalent to a Level C and Level D simulator as defined in JAR STD 1A, as amended; and in FAA AC 120-40B, as amended, including Alternate Means of Compliance (AMOC), as permitted in AC120-40B.

APPENDIX 1 TO 8.370: AIRLINE TRANSPORT PILOT AERONAUTICAL KNOWLEDGE REQUIREMENTS

- (a) In addition to the requirements of 8.370, the applicant shall have demonstrated a level of knowledge appropriate to the privileges granted to the holder of an airline transport pilot licence (aeroplane, helicopter or powered lift), in at least the following subjects:
 - (1) Air law, rules and regulations relevant to the holder of an airline transport pilot licence; rules of the air; appropriate air traffic services practices and procedures;
 - (2) General characteristics and limitations of electrical,hydraulic, pressurization and other aircraft systems;
 - (3) Flight control systems, including autopilot and stability augmentation;
 - (4) Principles of operation, handling procedures and operating limitations of aircraft powerplants; effects of atmospheric conditions on engine performance; relevant operational information from the flight manual or other appropriate document;
 - (5) Operating procedures and limitations of the relevant category of aircraft; effects of atmospheric conditions on aircraft performance in accordance with the relevant operational information from the flight manual;
 - (6) Use and serviceability checks of equipment and systems of appropriate aircraft;
 - (7) Flight instruments; compasses, turning and acceleration errors; gyroscopic instruments, operational limits and precession effects; practices and procedures in the event of malfunctions of various flight instruments and electronic display units;
 - (8) Maintenance procedures for airframes, systems andpowerplants of appropriate aircraft;
 - (9) For helicopters and powered-lifts, transmission (powertrains) where applicable;
 - (10) Effects of loading and mass distribution on aircraft handling, flight characteristics and performance; mass and balance calculations;
 - (11) Use and practical application of take-off, landing and other performance data, including procedures for cruise control;
 - (12) 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;
 - (13) In the case of helicopters and powered-lifts, effects of external loading on handling;
 - (14) Human performance including principles of threat and error management;

- (15) Interpretation and application of aeronautical meteorological reports, charts and forecasts; codes and abbreviations; use of, and procedures for obtaining, meteorological information, pre-flight and in-flight; altimetry;
- (16) 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 takeoff, enroute and landing conditions;
- (17) Causes, recognition and effects of icing; frontal zone penetration procedures; hazardous weather avoidance;
- (18) In the case of aeroplanes and powered-lifts, practical high altitude meteorology, including interpretation and use of weather reports, charts and forecasts; jetstreams;
- (19) Air navigation, including the use of aeronautical charts, radio navigation aids and area navigation systems; specific navigation requirements for long-range flights;
- (20) Use, limitation and serviceability of avionics and instruments necessary for the control and navigation of aircraft;
- (21) Use, accuracy and reliability of navigation systems used in departure, enroute, approach and landing phases of flight; identification of radio navigation aids
- (22) Principles and characteristics of self-contained and external-referenced navigation systems; operation of airborne equipment;
- (23) Application of threat and error management to operational performance;
- (24) Interpretation and use of aeronautical documentations such as AIP, NOTAM, aeronautical codes and abbreviations;
- (25) Precautionary and emergency procedures; safety practices;
- (26) Operational procedures for carriage of freight and dangerous goods;
- (27) Requirements and practices for safety briefing to passengers, including precautions to be observed when embarking and disembarking from aircraft;
- (28) In the case of helicopters, and if applicable, powered-lifts, settling with power; ground resonance; retreating blade stall; dynamic rollover and other operating hazards; safety procedures, associated with flight in VMC;
- (29) Principles of flight;
- (30) Radiotelephony communication procedures and phraseology; action to be taken in case of communication failure.
- (31) In addition to the above subjects, the applicant for an airline transport pilot licence applicable to the aeroplane or powered-lift category shall have met the knowledge requirements for the instrument rating.

APPENDIX 1 TO 8.375: AIRLINE TRANSPORT PILOT FLIGHT PROFICIENCY REQUIREMENTS

- (a) In addition to the requirements of 8.375, the applicant shall have demonstrated the ability to perform, as pilot-in-command of a multi-engined aeroplane required to be operated with a co-pilot, the procedures and manoeuvres prescribed by the Authority, including at a minimum--
 - (1) Pre-flight procedures, including the preparation of the operational flight plan and filing of the air traffic services flight plan;
 - (2) Normal flight procedures and manoeuvres during all phases of flight;
 - (3) Procedures and manoeuvres for IFR operations under normal, abnormal and emergency conditions, including simulated engine failure, and covering at least the following:
 - (i) Transition to instrument flight on take-off;
 - (ii) Standard instrument departures and arrivals;
 - (iii) En-route IFR procedures and navigation;
 - (iv) Holding procedures;

- (v) Instrument approaches to specified minima;
 - (vi) Missed approach procedures;
 - (vii) Landings from instrument approaches;
 - (4) Abnormal and emergency procedures and manoeuvres related to failures and malfunctions of equipment, such as powerplant, systems and airframe; and
 - (5) Procedures for crew incapacitation and crew coordination, including allocation of pilot tasks, crew cooperation and use of checklists.
- (b) For all other eligible category and class of aircraft, the applicant shall have demonstrated the ability to perform, as pilot-in-command, the procedures and manoeuvres of (a), except for (a)(5) as prescribed by the Authority in the Practical Test Standards.

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APPENDIX 1 TO 8.380: AIRLINE TRANSPORT PILOT AERONAUTICAL EXPERIENCE

(a) In addition to the requirements of 8.380 and, an applicant for an airline transport pilot licence shall have at least the experience listed for that category of aircraft in the following table—

*In the table below the abbreviations indicated the category and/or class of aircraft as follows:
 A=Aeroplane; RH=Rotorcraft-Helicopter; RG=Rotorcraft-Gyroplane; PL=Powered Lift; G=Glider;
 LA=Airship; FB=Free Balloon.*

TABLE: APPENDIX 1 TO 8.380 SPECIFIC EXPERIENCE	A	RH	RG	PL	G	LA	FB
MINIMUM NUMBER OF FLIGHT HOURS IN AIRCRAFT CATEGORY							
(1) Total minimum pilot hours	1500	1000		1500			
(2a) Total minimum pilot in command hours during flight under supervision ..or...	500						
(2b) Total minimum pilot in command hours ..or...	250	200		250			
(2c) Pilot in Command + remainder of 2b during flight under supervision	70+	70+		70+			
(3a) Pilot – Cross Country...including...	200	200		100			
(3b) Pilot in Command – Cross Country (which may include flight under supervision	100	100		50			
(4) Pilot – Night	100	50		25			
(5) Pilot – Instruments	75	30		75			
(6a) Pilot – Flight simulation training device	100	100		100			
(6b) Pilot – Flight procedures or basic instrument flight trainer (as a portion of the total hours specified in 6a).	25	25		25			
(7) Flight In Preparation for practical test (in previous 60 days)	3	3		3			

(b) A pilot may not include in the minimum instrument time in Aircraft Category more than the hours specified in the following table--

MAXIMUM NUMBER OF INSTRUMENT GROUND TIME							
Pilot – Maximum Instrument Ground Time	30	10		30			

(c) A pilot who has performed at least 20 night takeoffs and landings to a full stop may substitute each additional night takeoff and landing to a full stop for 1 hour of night flight time to satisfy the requirements of night flight time of this table, not to exceed 25 hours of night flight time.

(d) A commercial pilot applicant may credit the following SIC flight time or flight-engineer flight time toward the 1,500 hours of total time as a pilot required by paragraph (a) of this appendix for aeroplane category—

- (1) SIC time acquired in an aeroplane—
 - (i) Required to have more than one pilot by the aeroplane’s flight manual or type certificate; or
 - (ii) Engaged in operations under Schedule 12 for which a SIC is required.
- (2) Flight-engineer time acquired—

- (i) In an aeroplane required to have a flight engineer by the aeroplane's flight manual or type certificate;
- (ii) While engaged in operations under Schedule 12 for which a flight engineer is required;
- (iii) While the pilot is participating in a pilot training programme approved under Schedule 12; and
- (iv) That does not exceed 1 hour for each 3 hours of flight engineer flight time for a total credited time of no more than 500 hours.

APPENDIX 1 TO 8.405: FLIGHT INSTRUCTOR KNOWLEDGE REQUIREMENTS

- (a) In addition to the requirements of 8.405, an applicant for a flight instructor licence shall receive and log ground training from an authorised instructor on—
- (1) Except as provided in paragraph (b) of this section, the fundamentals of instructing, including—
 - (i) The learning process;
 - (ii) Elements of effective teaching;
 - (iii) Course development;
 - (iv) Lesson planning;
 - (v) Use of training aids;
 - (vi) Classroom instructional techniques;
 - (vii) Techniques of applied instruction;
 - (viii) Training programme development;
 - (ix) Human performance relevant to flight instruction; and
 - (x) Analysis and correction of student errors;
 - (xi) Assessment of student performance in those subjects in which ground instruction is given;
 - (xii) Student evaluation and testing, training philosophies;
 - (2) The aeronautical knowledge areas for a private and commercial pilot licence applicable to the aircraft category for which flight instructor privileges are sought; and
 - (3) The aeronautical knowledge areas for the instrument rating applicable to the category for which instrument flight instructor privileges are sought.
- (b) The following applicants do not need to comply with paragraph (a)(1) of this section—
- (1) The holder of a ground instructor licence issued under this Schedule;
 - (2) The holder of a current teacher's certificate issued by a national or local authority that authorises the person to teach at an educational level of the 7th grade or higher; or
 - (3) A person employed as a teacher at an accredited college or university.

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APPENDIX 1 TO 8.410: FLIGHT INSTRUCTOR FLIGHT INSTRUCTION REQUIREMENTS

- (a) This appendix contains requirements in addition to the requirements of 8.410,
- (b) The applicant for a flight instructor shall have practised flight instructional techniques including demonstration, student practices, recognition and correction of common student errors
- (c) The applicant shall have practised instructional techniques in those flight manoeuvres and procedures in which it is intended to provide flight instruction
- (d) The applicant for a flight instructor licence shall receive and log flight and ground training from an authorised instructor, and obtain an endorsement that the applicant is proficient to pass a practical test on the following areas of operation that apply to the flight instructor rating sought.

*Note: In the table below the abbreviations indicated the category and/or class of aircraft as follows:
 A=Aeroplane; RH=Rotorcraft-Helicopter; PL=Powered Lift; RG=Rotorcraft-Gyroplane; G=Glider;
 LA=Airship; FB=Free Balloon.*

TABLE: APPENDIX 1 TO 8.410 SPECIFIC TRAINING EVENTS	A	RH	RG	PL	G	LA	FB
(1) Fundamentals of instructing	X	X	X	X	X		
(2) Technical subject areas	X	X	X	X	X		
(3) Preflight preparation	X	X	X	X	X		
(4) Preflight lesson on a manoeuvre to be performed in flight	X	X	X	X	X		
(5) Aerodrome and seaplane base operations	X	X	X	X	X		
(6) Heliport operations		X					
(7) Glider port operations					X		
(8) Hovering manoeuvres		X		X			
(9) Takeoffs, landings, and go-arounds	X	X	X	X	X		
(10) Launches and landings					X		
(11) Performance speeds					X		
(12) Fundamentals of flight	X	X	X	X	X		
(13) Flight at slow airspeeds	X	X	X	X	X		
(14) Stalls and spins	X				X		
(15) Performance manoeuvres	X	X	X	X	X		
(16) Soaring techniques					X		
TABLE: APPENDIX 1 TO 8.410 [CONTINUED] SPECIFIC TRAINING EVENTS	A	RH	RG	PL	G	LA	FB
(17) Multi engine operations	X	X	X	X			
(18) Special operations		X	X	X			
(19) Ground reference manoeuvres	X	X	X	X	X		
(20) Basic instrument manoeuvres	X	X	X	X	X		
(21) Flight by reference to instruments	X	X	X	X			
(22) Air traffic control clearances and procedures	X	X	X	X			
(23) Flight by reference to instruments	X	X	X	X			

(24) Use of Navigation aids	X	X	X	X			
(25) Emergency operations	X	X	X	X	X		
(26) Postflight procedures	X	X	X	X	X		
(27) Instrument departures	X	X		X			
(28) Instrument basic flight fundamentals	X	X		X			
(29) Instrument enroute and arrival procedures	X	X		X			
(30) Instrument approach procedures	X	X		X			

APPENDIX 1 TO 8.445: FLIGHT ENGINEER AERONAUTICAL KNOWLEDGE REQUIREMENTS

- (a) In addition to the requirements of 8.445, an applicant for a flight engineer licence shall have demonstrated a basic level of knowledge appropriate to the privileges granted to the holder of a flight engineer licence, in at least the following subjects:
- (1) Rules and regulations relevant to the holder of a flight engineer licence; rules and regulations governing the operation of civil aircraft pertinent to the duties of a flight engineer;
 - (2) Fundamentals of aerodynamics;
 - (3) Operational aspects of meteorology.
 - (4) Effects of loading and mass distribution on aircraft handling, flight characteristics and performance; mass and balance calculations;
- (b) To complete the aeronautical knowledge portion of the flight engineer licence or to be issued a flight engineer class rating, the applicant shall have demonstrated a level of knowledge appropriate to the privileges granted to the holder of a flight engineer licence, in at least the following subjects:
- (1) Basic principles of powerplants, gas turbines and/or piston engines; characteristics of fuels, fuel systems including fuel control; lubricants and lubrication systems; afterburners and injection systems, function and operation of engine ignition and starter systems;
 - (2) Principles of operation, handling procedures and operating limitations of aircraft powerplants; effects of atmospheric conditions on engine performance;
 - (3) Airframes, flight controls, structures, wheel assemblies, brakes and anti-skid units, corrosion and fatigue life; identification of structural damage and defects;
 - (4) Ice and rain protection systems;
 - (5) Pressurization and air-conditioning systems, oxygen systems;
 - (6) Hydraulic and pneumatic systems;
 - (7) Basic electrical theory, electric systems (AC and DC), aircraft wiring systems, bonding and screening;
 - (8) Principles of operation of instruments, compasses, auto pilots, radio communication equipment, radio and radar navigation aids, flight management systems, displays and avionics;
 - (9) Limitations of appropriate aircraft;
 - (10) Fire protection, detection, suppression and extinguishing systems;
 - (11) Use and serviceability checks of equipment and systems of appropriate aircraft;
 - (12) Use and practical application of performance data including procedures for cruise control;
 - (13) Human performance relevant to the flight engineer;
 - (14) Principles of maintenance, procedures for the maintenance of airworthiness, defect reporting, pre-flight inspections, precautionary procedures for fuelling and use of external power; installed equipment and cabin systems;
 - (15) Normal, abnormal and emergency procedures;
 - (16) Operational procedures for carriage of freight and dangerous goods;

- (17) Radiotelephony procedures and phraseology;
- (18) Fundamentals of navigation; principles and operation of self-contained systems; and

APPENDIX 1 TO 8.450: FLIGHT ENGINEER AERONAUTICAL EXPERIENCE REQUIREMENTS

- (a) In addition to the requirements of 8.450, an applicant for a flight engineer licence with a class rating shall present, for the rating sought, satisfactory evidence of one of the following—
 - (1) At least 100 hours of flight time as a flight engineer, which may include a maximum of 50 hours in an approved flight simulator.
 - (2) Within the 90-day period before application, successful completion of an approved flight engineer ground and flight course of instruction.
 - (3) At least 200 hours of flight time in a transport category aeroplane as PIC or SIC performing the functions of a PIC under the supervision of a PIC.
 - (4) At least a commercial pilot licence with an instrument rating and at least 5 hours of flight training in the duties of a flight engineer.
 - (5) At least 3 years of practical experience in aircraft and aircraft engine maintenance and at least 5 hours of flight training in the duties of a flight engineer.
 - (6) Graduation from at least a 2-year specialised aeronautical training course in maintaining aircraft and aircraft engines and at least 5 hours of flight training in the duties of a flight engineer.
 - (7) A degree in aeronautical, electrical, or mechanical engineering from a recognised college, university, or engineering school; at least 6 calendar months of practical experience in maintaining aircraft and at least 5 hours of flight training in the duties of a flight engineer.

APPENDIX 1 TO 8.455: FLIGHT ENGINEER OPERATIONAL EXPERIENCE REQUIREMENTS

- (a) In addition to the requirements of 8.455 an applicant for a flight engineer licence with a class rating shall present, for the aircraft to be used for the rating sought, satisfactory evidence of operational experience in the performance of the duties of a flight engineer, under the supervision of a flight engineer accepted by the Authority for that purpose, in at least the following areas—
 - (1) Normal procedures
 - (i) Pre-flight inspections
 - (ii) Fueling procedures, fuel management
 - (iii) Inspection of maintenance documents
 - (iv) Normal flight deck procedures during all phases of flight
 - (v) Crew co-ordination and procedures in case of crew incapacitation
 - (vi) Defect reporting
 - (2) Abnormal and alternate (stand-by) procedures
 - (i) Recognition of abnormal functioning of aircraft systems
 - (ii) Use of abnormal and alternate (stand-by) procedures
 - (3) Emergency procedures
 - (i) Recognition of emergency conditions
 - (ii) Use of appropriate emergency procedures.

APPENDIX 1 TO 8.460: FLIGHT ENGINEER AERONAUTICAL SKILL REQUIREMENTS

- (a) In addition to the requirements of 8.460, an applicant shall—
 - (1) Show satisfactorily performance in preflight inspection, servicing, starting, pre-takeoff, and post-landing procedures;
 - (2) In flight, show satisfactorily performance of the normal duties and procedures relating to the aeroplane, aeroplane engines, propellers (if appropriate), systems, and appliances;

- (3) In flight, in an aeroplane simulator, or in an approved training device, show satisfactorily performance on emergency duties and procedures and recognise and take appropriate action for malfunctions of the aeroplane, engines, propellers (if appropriate), systems and appliances.
- (4) Use aircraft systems within the aircraft's capabilities and limitations;
- (5) Exercise good judgement and airmanship;
- (6) Apply aeronautical knowledge;
- (7) Perform all the duties as part of an integrated crew with the successful outcome never in doubt; and
- (8) Communicate effectively with the other flight crew members.

APPENDIX 1 TO 8.525: FLIGHT DISPATCHER KNOWLEDGE REQUIREMENTS

- (a) In addition to the requirements of 8.525, the applicant shall have demonstrated a level of knowledge appropriate to the privileges granted to the holder of a flight dispatcher licence, in at least the following subjects:
 - (1) Rules and regulations relevant to the holder of a flight dispatcher licence; appropriate air traffic services practices and procedures;
 - (2) Principles of operation of aeroplane powerplants, systems and instruments;
 - (3) Operating limitations of aeroplanes and powerplants;
 - (4) Application of minimum equipment lists;
 - (5) Flight performance calculation and planning procedures
 - (6) Effects of loading and mass distribution on aircraft performance and flight characteristics; mass and balance calculations;
 - (7) Operational flight planning; fuel consumption and endurance calculations; alternate aerodrome selection procedures; en-route cruise control; extended range operation;
 - (8) Preparation and filing of air traffic services flight plans;
 - (9) Basic principles of computer-assisted planning systems;
 - (10) Human performance relevant to dispatch duties;
 - (11) Aeronautical meteorology; the movement of pressure systems; the structure of fronts, and the origin and characteristics of significant weather phenomena which affect take-off, en-route and landing conditions;
 - (12) Interpretation and application of aeronautical meteorological reports, charts and forecasts; codes and abbreviations; use of, and procedures for obtaining, meteorological information;
 - (13) Principles of air navigation with particular reference to instrument flight;
 - (14) Use of aeronautical documentation;
 - (15) Operational procedures for the carriage of freight and dangerous goods;
 - (16) Procedures relating to aircraft accidents and incidents; emergency flight procedures;
 - (17) Procedures relating to unlawful interference and sabotage of aircraft;
 - (18) Principles of flight relating to the appropriate category of aircraft; and
 - (19) Radio communication
 - (20) Procedures for communicating with aircraft and relevant ground stations.

APPENDIX 1 TO 8.530: FLIGHT DISPATCHER AERONAUTICAL EXPERIENCE REQUIREMENTS

- (a) The applicant shall have satisfactorily completed a course of training approved by the Authority; or
- (b) In addition to the requirements of 8.530, must be able to show a total experience of at least—
 - (1) One year as an assistant in the dispatching of commercial air transport; or
 - (2) At least two years' service in any one or in any combination of the capacities specified in (i) to (iv) inclusive, provided that in any combination of experience the period serviced in any capacity shall be at least one year:

- (i) A flight crew member in commercial air transport; or
- (ii) A meteorologist in an organization dispatching aircraft in commercial air transport; or
- (iii) An air traffic controller; or a technical supervisor of Flight Dispatchers or commercial air transport flight operations systems; or
- (iv) Other duty that the Authority determines to provide equivalent experience.

APPENDIX 1 TO 8.535: FLIGHT DISPATCHER SKILL REQUIREMENTS

- (a) In addition to the requirements of 8.535, the applicant shall have demonstrated the ability to—
- (1) Make an accurate and operationally acceptable weather analysis from a series of daily weather maps and weather reports; provide an operationally valid briefing on weather conditions prevailing in the general neighbourhood of a specific air route; forecast weather trends pertinent to air transportation with particular reference to destination and alternates;
 - (2) Determine the optimum flight path for a given segment, and create accurate manual and/or computer generated flight plans; and
 - (3) Provide operating supervision and all other assistance to a flight in actual or simulated adverse weather conditions, as appropriate to the duties of the holder of a flight dispatcher licence.

APPENDIX 1 TO 8.555: AVIATION MAINTENANCE TECHNICIAN KNOWLEDGE AREAS

- (a) In addition to the requirements of 8.555, the applicant shall have demonstrated a level of knowledge relevant to the privileges to be granted and appropriate to the responsibilities of an aircraft maintenance licence holder, in at least the following subjects—
- (1) Rules and regulations relevant to an aircraft maintenance licence holder including applicable airworthiness requirements governing certification and continuing airworthiness of aircraft and approved aircraft maintenance organization and procedures;
 - (2) Basic mathematics; units of measurement; fundamental principles and theory of physics and chemistry applicable to aircraft maintenance;
 - (3) Characteristics and applications of the materials of aircraft construction including principles of construction and functioning of aircraft structures, fastening techniques; powerplants and their associated systems; mechanical, fluid, electrical and electronic power sources; aircraft instrument and display systems; aircraft control systems; and airborne navigation and communication systems;
 - (4) Tasks required to ensure the continuing airworthiness of an aircraft including methods and procedures for the overhaul, repair, inspection, replacement, modification or defect rectification of aircraft structures, components and systems in accordance with the methods prescribed in the relevant Maintenance Manuals and the applicable Standards of airworthiness; and
 - (5) Human performance and limitations relevant to the duties of an aircraft maintenance licence holder.

APPENDIX 1 TO 8.560: AVIATION MAINTENANCE TECHNICIAN EXPERIENCE REQUIREMENTS

- (a) In addition to the requirements of 8.560, the applicant shall have had the following experience in the inspection, servicing and maintenance of aircraft or its components:
- (1) For the issue of a licence with privileges for the aircraft in its entirety, at least:
 - (i) Two years if the applicant has satisfactorily completed an approved training course; or
 - (ii) Four years.
 - (2) For the issue of a licence with restricted privileges, a period of time that will enable a level of competency equivalent to that required in a) to be attained, provided that this is not less than:
 - (i) Two years;
 - (ii) At least 18 months of practical experience with the procedures, practices, materials, tools, machine tools, and equipment generally used in constructing, maintaining, or altering airframes, or powerplants appropriate to the rating sought;

- (iii) At least 30 months of practical experience concurrently performing the duties appropriate to both the airframe and powerplant ratings; or
- (iv) Such a period as the State considers necessary to provide an equivalent level of practical experience to applicants who have satisfactorily completed an approved training course.

APPENDIX 1 TO 8.660: AERONAUTICAL STATION OPERATOR KNOWLEDGE REQUIREMENTS

- (a) In addition to the requirements of 8.660, the applicant shall have demonstrated a level of knowledge appropriate to the holder of an aeronautical station operator, in at least the following subjects:
 - (1) Air traffic services provided within the State;
 - (2) The language or languages nationally designated for use in air-ground communications
 - (3) Ability to speak such language or languages at a Proficiency Level 4 without accent or impediment which would adversely affect radio communication;
 - (4) Radiotelephony procedures; phraseology; telecommunication network;
 - (5) Rules and regulations applicable to the aeronautical station operator; and
 - (6) Principles, use and limitations of telecommunication equipment in an aeronautical station.

APPENDIX 1 TO 8.665: AERONAUTICAL STATION OPERATOR EXPERIENCE REQUIREMENTS

- (a) In addition to the requirements of 8.665, the applicant shall have:
 - (1) Satisfactorily completed an approved training course within the 12-month period immediately preceding application, and have served satisfactorily under a qualified aeronautical station operator for not less than two months; or
 - (2) Satisfactorily served under a qualified aeronautical station operator for not less than six months during the 12-month period immediately preceding application.

APPENDIX 1 TO 8.670: AERONAUTICAL STATION OPERATOR SKILL REQUIREMENTS

- (a) In addition to the requirements of 8.670, the applicant shall demonstrate, or have demonstrated, competency in:
 - (1) Operating the telecommunication equipment in use; and
 - (2) Transmitting and receiving radiotelephony messages with efficiency and accuracy.

APPENDIX 1 TO 8.685: AIR TRAFFIC CONTROLLER KNOWLEDGE REQUIREMENTS

- (a) In addition to the requirements of 8.685, the applicant shall have demonstrated a level of knowledge appropriate to the holder of an air traffic controller licence, in at least the following subjects in so far as they affect the area of responsibility.
- (b) General—
 - (1) Air law – rules and regulations relevant to the air traffic controller;
 - (2) Air traffic control equipment – principles, use and limitations of equipment used in air traffic control;
 - (3) General knowledge – principles of flight; principles of operation and functioning of aircraft, powerplants and systems; aircraft performances relevant to air traffic control operations;
 - (4) Human performance – relevant to air traffic control;
 - (5) Meteorology – aeronautical meteorology; use and appreciation of meteorological documentation and information; origin and characteristics of weather phenomena affecting flight operations and safety; altimetry;
 - (6) Navigation – principles of air navigation; principle, limitation and accuracy of navigation systems and visual aids; and
 - (7) Operational procedures – air traffic control, communication, radiotelephony and phraseology procedures (routine, non-routine and emergency); use of the relevant aeronautical documentation; safety practices associated with flight.

- (c) For an Aerodrome Control rating—
- (1) Aerodrome layout; physical characteristics and visual aids;
 - (2) Airspace structure;
 - (3) Applicable rules, procedures and source of information;
 - (4) Air navigation facilities;
 - (5) Air traffic control equipment and its use;
 - (6) Terrain and prominent landmarks;
 - (7) Characteristics of air traffic;
 - (8) Weather phenomena; and
 - (9) Emergency and search and rescue plans
- (d) For an Approach Control and/or Area Control rating—
- (1) Airspace structure;
 - (2) Applicable rules, procedures and source of information;
 - (3) Air navigation facilities;
 - (4) Air traffic control equipment and its use;
 - (5) Terrain and prominent landmarks;
 - (6) Characteristics of air traffic and traffic flow;
 - (7) Weather phenomena; and
 - (8) Emergency and search and rescue plans; and
- (e) For an Approach Radar, Approach Precision Radar and/or Area Radar Control ratings, the applicant shall meet the requirements specified in (d) in so far as they affect the area of responsibility and in at least the following additional subjects—
- (1) Principles, use and limitations of radar, other surveillance systems and associated equipment; and
 - (2) Procedures for the provision of approach, precision approach or area radar control services, as appropriate, including procedures to ensure appropriate terrain clearance.

APPENDIX 1 TO 8.690: AIR TRAFFIC CONTROLLER EXPERIENCE REQUIREMENTS

- (a) In addition to the requirements of 8.690, the air traffic controller shall have complete the following experience satisfactorily under the supervision of an appropriately rated air traffic controller —
- (1) *For Aerodrome Control rating*, an aerodrome control service for a period of not less than 90 hours or one month, whichever is greater, at the ATS unit for which the rating is sought;
 - (2) *For Approach, Approach Radar, Area or Area radar control rating*, the control service for which the rating is sought, for a period of not less than 180 hours or three months, whichever is greater, at the unit for which the rating is sought; and
 - (3) *For Approach Precision Radar Control rating*, not less than 200 precision approaches of which not more than 100 shall have been carried out on a radar simulator approved for that purpose by the Authority. Not less than 50 of those precision approaches shall have been carried out at the ATS unit and on the equipment for which the rating is sought; and
 - (4) If the privileges of the approach radar control rating include surveillance radar approach duties, the experience shall include not less than 25 plan position indicator (PPI) approaches on the surveillance equipment of the type in use at the unit for which the rating is sought and under the supervision of an appropriately rated approach radar controller.

End of Appendices to BASR Schedule 8