

Statutory Instrument No. 9 of 2013

CIVIL AVIATION ACT
(Cap. 71:01)

**CIVIL AVIATION (PERSONNEL LICENSING) (FLIGHT CREW)
REGULATIONS, 2013**

(Published on 22nd February, 2013)

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IN EXERCISE of the powers conferred on the Minister of Transport and Communications by section 89 of the Civil Aviation Act, and on the recommendation of the Civil Aviation Authority, the following Regulations are hereby made —

PART I — *Preliminary*

Citation	1. These Regulations may be cited as the Civil Aviation (Personnel Licensing) (Flight Crew) Regulations, 2013.
Interpretation	2. In these Regulations unless the context otherwise requires — “accredited medical conclusion” means the conclusion reached by one or more medical experts accredited by the Authority for the purposes of the case concerned; “aeronautical experience” means pilot time obtained in an aircraft or approved flight simulation training device for meeting the training and flight time requirements of these Regulations; “airframe” means the fuselage, booms, nacelles, cowlings, fairings, airfoil surfaces including rotors, but excluding propellers and rotating airfoils of a powerplant, and landing gear of an aircraft and their accessories and controls; “appliance” means an instrument, mechanism, equipment, part, apparatus, appurtenance or accessory, including communications equipment, that is used or intended to be used in operating or controlling an aircraft in flight, is installed in or attached to the aircraft and is not part of an airframe, powerplant or propeller; “approved maintenance organisation” means an organisation approved by the Authority to perform specific aircraft maintenance activities including the inspection, overhaul, maintenance, repair or modification and release to service of aircraft or aircraft component; “approved training” means training conducted under curricula and supervision approved by the Authority and in the case of a flight crew member means training conducted by an Approved Training Organisation; “Approved Training Organisation” means an organisation as defined in the Civil Aviation Authority (Approved Training Organisations) Regulations; “authorised instructor” means a person who — (a) holds a valid and current ground or flight instructor rating issued under these Regulations for conducting ground training or flight training; or (b) is authorised by the Authority to provide ground training, flight training, or other training under these Regulations and the Civil Aviation (Approved Training Organisations) Regulations; “cabin crew member” means a crew member who performs, in the interest of safety of passengers, duties assigned by the operator or the pilot-in-command of the aircraft, but who shall not act as a flight crew member; “category I operations” means a precision instrument approach and landing with a decision height not lower than 60 metres (200 feet) and with either a visibility not less than 800 metres or Runway Visual Range (RVR) not less than 550 metres”; “category II operations” means a precision instrument approach and landing with a decision height lower than 60 metres (200 feet), but not lower than 30 metres (100 feet) and a RVR not less than 350 metres;

- “complex aeroplane” means an aeroplane that has retractable landing gear, flaps, and a controllable pitch propeller; or in the case of a seaplane, flaps and a controllable pitch propeller;
- “Contracting State” means a State that is a signatory to the Convention on International Civil Aviation (Chicago Convention);
- “course” means a programme of instruction to obtain a licence, rating, qualification, authorisation or current experience required under these Regulations;
- “critical engine” means the engine whose failure would most adversely affect the performance or handling qualities of an aircraft;
- “cross country flight” means any flight during the course of which the aircraft is more than 30 nautical miles from the aerodrome of departure;
- “examiner” means a person authorised by the Authority to conduct a pilot proficiency test, a practical test for a licence or rating, or a knowledge test under these Regulations;
- “flight plan” means specified information provided to air traffic services units, relative to an intended flight or portion of a flight of an aircraft;
- “flight simulation training device” means any one of the following three types of apparatus in which flight conditions are simulated on the ground —
- (a) a simulation flight trainer which provides an accurate representation of the cockpit of a particular aircraft type to the extent that the mechanical, electrical, electronic, aircraft systems control functions, the normal environment of flight crew members and the performance and flight characteristics of that type of aircraft are realistically simulated;
 - (b) a flight procedures trainer, which provides a realistic cockpit environment, and which simulates instrument responses, simple control functions of mechanical, electrical, electronic, aircraft systems and the performance and flight characteristics of aircraft of a particular class; or
 - (c) a basic instrument flight trainer, which is equipped with appropriate instruments, and which simulates the cockpit environment of an aircraft in flight in instrument flight conditions;
- “flight time” means —
- (a) for an aeroplane or glider, the total time from the moment an aeroplane or a glider moves for the purpose of taking off until the moment it finally comes to rest at the end of the flight and it is synonymous with the term “block to block” or “chock to chock” time in general usage which is measured from the time an aeroplane first moves for the purpose of taking off until it finally stops at the end of the flight;
 - (b) for a helicopter, the total time from the moment a helicopter rotor blades start turning until the moment a helicopter comes to rest at the end of the flight and the rotor blades are stopped; or
 - (c) for an airship or free balloon, the total time from the moment an airship or free balloon first becomes detached from the surface until the moment when it next becomes attached thereto or comes to rest thereon;

- “glider” means a non-power-driven heavier-than-air aircraft, deriving its lift in flight chiefly from aerodynamic reactions on surfaces, which remain fixed under given conditions of flight;
- “heavier-than-air aircraft” means an aircraft deriving its lift in flight chiefly from aerodynamic forces;
- “human performance” means human capabilities and limitations which have an impact on the safety and efficiency of aeronautical operations;
- “instrument approach procedure” means a series of predetermined manoeuvres by reference to flight instruments with specified protection from obstacles from the initial approach fix, or where applicable, from the beginning of a defined arrival route to a point from which a landing can be completed and thereafter; and if a landing is not completed, to a position at which holding or enroute obstacle clearance criteria apply;
- “instrument time” means time in which cockpit instruments are used as the sole means for navigation and control;
- “ICAO Annex 1” means Annexure 1 to the Convention on International Civil Aviation;
- “instrument training” means training which is received from an authorised instructor under actual or simulated instrument meteorological conditions;
- “knowledge test” means a test on the aeronautical knowledge areas required for a licence or rating that can be administered in written form or by a computer;
- “language proficiency skills” means the knowledge and abilities which impact on the capacity of a person to communicate spontaneously, accurately, intelligibly, meaningfully and appropriately in a given language;
- “maintenance” means tasks required to ensure the continued airworthiness of an aircraft or aircraft component, including any one or combination of overhaul, repair, inspection, replacement, modification and defect rectification;
- “medical certificate” means the evidence issued by the Authority that the licence holder meets specific requirements of medical fitness;
- “medical conclusion” means a medical conclusion reached by one or more medical experts accredited by the Authority;
- “medical examiner” means a medical practitioner 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;
- “medical practitioner” means a medical practitioner qualified and experienced in the practice of aviation medicine who evaluates medical reports submitted to the Authority by medical examiners;
- “night” means the time between fifteen minutes after sunset and fifteen minutes before sunrise, sunrise and sunset being determined at surface level, and includes any time between sunset and sunrise when an unlighted aircraft or other unlighted prominent object cannot clearly be seen at a distance of 4,572 metres;

- “pilot-in-command” means the pilot designated by the operator or in the case of general aviation, the owner, as being in command and charged with the safe conduct of a flight;
- “pilot-in-command under supervision” means a co-pilot performing, under the supervision of the pilot-in-command, the duties and functions of a pilot-in-command;
- “pilot time” means the time a person —
- (a) serves as a required pilot;
 - (b) receives training from an authorised instructor in an aircraft or approved flight simulation training device; or
 - (c) gives training as an authorised instructor in an aircraft or approved flight simulation training device;
- “powered-lift” means a heavier-than-air aircraft capable of vertical takeoff, vertical landing and low speed flight that depends principally on engine driven lift devices or engine thrust for lift during these flight regimes and on non-rotating airfoil for lift during horizontal flight;
- “powerplant” means an engine that is used or intended to be used for propelling aircraft, and it includes turbo superchargers, appurtenances and accessories necessary for its functioning, but does not include propellers;
- “practical test” means a competency test on the areas of operations for a licence, certificate, rating or authorisation that is conducted by having the applicant respond to questions and demonstrate manoeuvres in flight, in an approved synthetic flight trainer or in a combination of these;
- “pressurised aircraft” means an aircraft fitted with means of controlling out flow of cabin air in order to maintain maximum cabin altitude of not more than 10,000 feet to enhance breathing and comfort of passengers and crew;
- “proficiency check” means the process of the check pilot administering each prescribed manoeuvre and procedure to a pilot as necessary until it is performed successfully during the training period;
- “propeller” means a device for propelling an aircraft that has blades on a powerplant driven shaft and that, when rotated, produces by its action on the air, a thrust approximately perpendicular to its plane of rotation, and it includes control components normally supplied by its manufacturer, but does not include main and auxiliary rotors or rotating airfoils of powerplants;
- “psychoactive substance” means alcohol, opioids, cannabinoids, sedatives and hypnotics, cocaine, other psychostimulants, hallucinogens and volatile solvents, whereas coffee and tobacco are excluded;
- “psychosis” means 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;
- “rating” means an authorisation entered on or associated with a licence or certificate and forming part of the certificate or licence, stating special conditions, privileges or limitations pertaining to such licence or certificate;

- “repair” means the restoration of an aircraft or aircraft component to a serviceable condition in conformity with an approved standard;
- “solo flight” means a flight on which a student pilot of the aircraft is the sole occupant of the aircraft;
- “specific operating provisions” means a document describing the ratings class or limited in detail and shall contain reference material and process specifications used in performing repair work, along with any limitations applied to an aircraft maintenance organisation;
- “substance” means alcohol, sedatives, hypnotics, anxiolytics, hallucinogens, opioids, cannabis, inhalants, central nervous system stimulants such as cocaine, amphetamines and similarly acting sympathomimetics, phencyclidine or similarly acting arylcyclohexylamines and other psychoactive drugs and chemicals;
- “substance abuse” means any of the following —
- (a) the use of a substance in a situation in which that use was physically hazardous, if there has been at any other time an instance of the use of a substance also in a situation in which that use was physically hazardous;
 - (b) a verified positive drug test result acquired under an anti-drug programme or internal programme of a State Government; or
 - (c) misuse of a substance that the Authority, based on case history and qualified medical judgment relating to the substance involved, finds that it makes the applicant unable to safely perform the duties or exercise the privileges of the licence applied for or held; or may reasonably be expected, for the maximum duration of the medical certificate applied for or held, to make the applicant unable to perform those duties or exercise those privileges;
- “substance dependence” means a condition in which a person is dependent on a substance, other than tobacco or ordinary xanthine-containing beverages, as evidenced by increased tolerance, manifestation of withdrawal symptoms, impaired control of use, or continued use despite damage to physical health or impairment of social, personal or occupational functioning;
- “training programme” means a programme that consists of courses, courseware, facilities, flight training equipment, and personnel necessary to accomplish a specific training objective; and includes a core curriculum and a specialty curriculum; and
- “VMC” means visual meteorological conditions.

PART II — *General requirements for licences and ratings*

Licences

- 3.** The Authority may, where on application, an applicant satisfies the requirements of these Regulations issue the following types of pilot licences —
- (a) private pilot licence;
 - (b) commercial pilot licence;
 - (c) airline transport pilot licence;
 - (d) multi-crew pilot licence; and
 - (e) student pilot licence.

4. (1) The Authority may, where an applicant satisfies the requirement of these Regulations, issue —

- (a) category ratings for —
 - (i) an aeroplane,
 - (ii) a helicopter,
 - (iii) a glider,
 - (iv) an airship,
 - (v) free balloon, and
 - (vi) powered-lift;
- (b) class ratings for —
 - (i) a single-engine land aeroplane,
 - (ii) a multi-engine land aeroplane,
 - (iii) a hot air-balloon,
 - (iv) a gas-balloon,
 - (v) a helicopter certified for single pilot operations that has comparable handling, performance and other characteristics, or
 - (vi) any rating considered necessary by the Authority;
- (c) type ratings for —
 - (i) an aircraft certificated for operation with a minimum crew of at least two pilots,
 - (ii) each type of helicopter certificated for single pilot except where a class rating has been issued under subregulation (b), or
 - (iii) any aircraft considered necessary by the Authority;
- (d) instrument ratings for —
 - (i) an aeroplane, or
 - (ii) a helicopter; and
- (e) ground or flight instructor ratings for the class, instrument, type and category of the appropriate aircraft according to the instruction to be taught.

(2) The Authority may require additional knowledge for type or class ratings for high performance aeroplanes, if the applicant has not fulfilled the airline transport pilot licence knowledge requirements.

5. An applicant shall be eligible for a licence or rating if —

- (a) he or she is a fit and proper person;
- (b) he or she has sufficient ability in reading, speaking and understanding the English language in order to carry out responsibilities of licence or rating applied for;
- (c) he or she meets eligibility requirements appropriate for the licence or rating applied for; and
- (d) the issue of the licence or rating is not contrary to aviation safety.

General
requirements
for licences
and ratings

Authorisations	<p>6. (1) The Authority may issue —</p> <ul style="list-style-type: none"> (a) a student pilot authorisation where a student pilot licence has not been issued; and (b) an instructor authorisation for training in a flight simulation training device. <p>(2) The Authority may issue the following authorisations to place on a pilot licence —</p> <ul style="list-style-type: none"> (a) a category II pilot authorisation; and (b) a category III pilot authorisation.
Endorsements	<p>7. An authorised instructor may make the following endorsement on a pilot licence —</p> <ul style="list-style-type: none"> (a) a complex aerodrome endorsement; (b) a high performance aeroplane endorsement; and (c) a high altitude aircraft endorsement.
Medical certificates	<p>8. An applicant for a student pilot licence, private pilot licence, designated examiner certificate, delegated examiner rating or flight instructor rating shall hold a medical certificate appropriate for the licence, rating or certificate applied for in order for such licence, rating or certificate to be valid.</p>
Privileges under licence, etc.	<p>9. (1) A holder of a licence, certificate, authorisation or rating shall not exercise privileges —</p> <ul style="list-style-type: none"> (a) other than those granted by the licence, certificate, authorisation or rating; and (b) granted by the licence or rating unless he or she maintains competency and satisfies the requirements in these Regulations for recent experience. <p>(2) Maintenance of competency under subsection (1) (b) shall be indicated in the personal licence or record such as the logbook of the holder of the licence.</p>
Age restrictions	<p>10. (1) A holder of a licence issued under these Regulations shall not act as a pilot-in-command or co-pilot of an aircraft engaged in commercial air transport if he or she has attained the age of 60 years except where —</p> <ul style="list-style-type: none"> (a) the aircraft is equipped for dual pilot operation or equipped with dual controls; and (b) the flight crew of the aircraft has an appropriately licensed pilot under the age of 60 years. <p>(2) A holder of a licence issued under these Regulations shall not act as a pilot-in-command or co-pilot of an aircraft engaged in commercial air transport if he or she has attained the age of 65 years.</p>
Language proficiency	<p>11. (1) A holder of a pilot licence, air traffic controller licence or, flight radiotelephone operator licence shall demonstrate the ability to speak and understand the English language to the level specified in the language proficiency requirements for such licences.</p> <p>(2) A holder of a pilot licence specified in sub-regulation (1), who demonstrates English language proficiency below the expert level (Level 6), shall be formally evaluated at intervals in accordance with an individual's demonstrated language proficiency level as follows —</p> <ul style="list-style-type: none"> (a) those demonstrating language proficiency at the operational level (Level 4) shall be evaluated once every three years; (b) those demonstrating language proficiency at the extended level (Level 5) shall be evaluated once every six years; and (c) those at expert level (Level 6) shall be exempt from further English language evaluation.

PART III — *Recognition of military competency*

12. A rated military or former military pilot who meets the requirements of these Regulations may apply on the basis of his or her military training for —

Application
by military
pilot

- (a) a commercial pilot licence or private pilot licence;
- (b) a rating in the category or class of aircraft for which he or she is qualified;
- (c) an instrument rating with the appropriate category rating for which he or she is qualified;
- (d) a type rating where appropriate; and
- (e) a flight instructor rating.

13. The Authority may issue the appropriate licence or rating to an applicant under regulation 12 —

Military pilot
tests

- (a) where the applicant has been on active flight status within the past 12 months preceding the application, and the applicant passes a knowledge test on the following subjects —
 - (i) air law,
 - (ii) aeronautical weather codes,
 - (iii) flight performance and planning,
 - (iv) human performance; or
- (b) where the applicant has not been active on flight status within the past 12 months preceding the application, and the applicant passes both the knowledge and skills test.

14. The Authority may issue a senior parachute rigger licence to an applicant under regulation 12, if he or she —

Military
parachute
rigger

- (a) passes a knowledge test; and
- (b) produces satisfactory documentary evidence and the Authority is satisfied that the applicant —
 - (i) is a member or civilian employee of an armed force in Botswana, or
 - (ii) is a civilian employee of a regular armed force of a foreign Contracting State, and
 - (iii) has been discharged or released from the armed force within 12 months before making the application;
- (c) is serving or has served as a parachute rigger of an armed force within 12 months of making an application; and
- (d) has the experience required under these Regulations.

PART IV — *Validation, conversion and authorisations of foreign licences*

15. (1) The Authority may issue a validation certificate to a pilot who holds a licence or certificate from a foreign Contracting State, issued in accordance with ICAO Annex 1, if the Authority is satisfied that the applicant —

Validation of
foreign pilot
licence

- (a) is eligible to the licence or rating sought; and
- (b) fulfils the requirements of these Regulations.

(2) A person who holds a current and valid pilot licence issued by a foreign Contracting State may apply for a validation certificate of such licence for use on an aircraft registered in Botswana.

Application for validation of foreign pilot licence

16. (1) An application for a validation certificate shall be made to the Authority in Form A set out in the Schedule to these Regulations and shall include —

- (a) the foreign licence or certificate and evidence of the required experience;
- (b) a certified copy of a medical certificate issued under these Regulations or a certified copy of a current medical certificate issued by the foreign Contracting State which issued the applicant's licence; and
- (c) evidence of language proficiency in the English language with the language proficiency of at least level 4.

(2) Where the pilot's English language proficiency is below level 4, the validation shall be limited for use on Botswana registered aircraft for use within Botswana.

(3) The Authority shall, before issuing a validation certificate, verify the authenticity of the —

- (a) foreign licence or certificate,
- (b) rating or authorisation on the foreign licence; and
- (c) medical certificate,

with the foreign Contracting State that issued the licence.

(4) The Authority shall validate a rating or authorisation on a foreign licence or certificate when validating the licence.

(5) A person applying for a validation certificate with private pilot licence, commercial pilot licence, or airline transport pilot licence privileges shall —

(a) demonstrate to the satisfaction of the Authority, knowledge relevant to the licence to be validated of —

- (i) air law,
- (ii) meteorology,
- (iii) operational procedures, and
- (iv) radiotelephony; and

(b) complete a skills test relevant to the licence and ratings to be validated in accordance with the privileges of the licence.

Issue of Validation Certificate

17. (1) The Authority may issue a validation certificate valid for a period of 12 months:

Provided that the period of validity shall not extend beyond the period of validity of the foreign licence, ratings or authorisations and medical certificate.

(2) The validation certificate shall be in the form and manner prescribed by the Authority in Form B set out in the Schedule to these Regulations.

Conversion of foreign pilot licence

18. (1) A person who holds a current and valid foreign pilot licence with privileges may apply for a conversion of that licence and be issued with a pilot licence by the Authority for use on aircraft registered in Botswana subject to having satisfied the following requirements —

- (a) the applicant shall present evidence and demonstrate to the Authority English language proficiency skills as specified in regulation 16 (1) (c);
- (b) the applicant shall obtain the appropriate medical certificate;
- (c) the applicant shall demonstrate, to the satisfaction of the Authority, knowledge of air law;
- (d) the applicant shall undergo a skills test with a delegated flight examiner; and
- (e) the applicant shall provide evidence of appropriate flight hours.

(2) The Authority shall verify the authenticity of the licence, rating or authorisation and the medical certificate with the foreign Contracting State that issued the licence prior to converting the licence.

(3) Where the applicant under subregulation (1) holds a commercial pilot licence or airline transport licence with the appropriate medical certificate, issued by a foreign Contracting State, the Authority may convert the applicant's licence to the appropriate licence and rating issued in Botswana if he or she —

- (a) holds a current validation certificate issued under regulation 17;
- (b) has completed 500 flight hours in Botswana registered aircraft which are operated by an operator established in Botswana exercising privileges granted by the validation certificate;
- (c) presents to the Authority the foreign licence and evidence of the 500 flight hours by presenting record such as the logbook; and
- (d) holds or has obtained a medical certificate under these Regulations appropriate to the licence to be converted.

(4) Ratings listed on a foreign pilot licence that have been validated in accordance with regulation 16 may be placed on a converted licence.

19. (1) The requirements stated in regulation 16 shall not apply where an aircraft registered in Botswana is leased to, chartered by or interchanged by an operator of foreign Contracting State:

Validation of leased, chartered aircraft, etc.

Provided that during the term of the lease the operator has accepted responsibility for the technical and operational supervision of the aircraft.

(2) The Authority may validate a licence of a cabin crew member of a foreign Contracting State:

Provided that —

- (a) the privileges of the validation certificate are restricted for use during the lease, charter or interchange period and nominated aircraft; and
- (b) the specified operations of the nominated aircraft during the lease, charter, or interchange period do not involve a Botswana operator directly or indirectly through a lease or other commercial arrangements.

20. (1) Notwithstanding the requirements under this Part, the Authority may temporarily validate a licence issued by a Contracting State, including an instructor rating or examiner authorisation issued by that state, where there is need to fulfil specific tasks of limited duration and the holder of the licence —

Temporary validation of manufacturer pilot licence

- (a) possesses an appropriate licence, medical certificate, type ratings and instructor or examiner qualifications valid in the foreign Contracting State which issued the licence;
- (b) is employed by an aircraft manufacturer or Approved Training Organisation performing training on behalf of the aircraft manufacturer who is located outside Botswana; and
- (c) is limited to performing flight instruction and testing for initial issue of type ratings, the supervision of initial line flying by the pilots of an operator in Botswana, delivery or ferry flights, initial line flying, flight demonstrations or test flights.

(2) The holder of a temporarily validated licence shall, when conducting or supervising line flying, be subject to the relevant requirements as provided for in these Regulations.

PART V — *Training and testing requirements*

Record of training and aeronautical experience

- 21.** A person shall keep any document or record of —
- (a) any training and experience acquired to meet requirements for a licence, rating, endorsement or authorisation during training; and
 - (b) any evidence showing the maintainance of aeronautical experience in a manner that is acceptable to the Authority.

Training by Approved Training Organisation

22. (1) In order to meet training requirements under this Part, a person shall undertake training for aviation personnel conducted by an Approved Training Organisation.

(2) Where training is conducted by an Approved Training Organisation under special curricula approved by the Authority, the Authority may reduce the experience requirements or provide alternate means of compliance with experience requirements for certain licences and ratings specified by the Authority.

(3) The Authority shall ensure that the training requirements for aviation personnel that are not trained by an Approved Training Organisation are at least at the level of competency that is equal to minimum requirements for the training provided by an Approved Training Organisation.

Use of flight simulation training device

23. (1) A person shall not receive credit for use of a flight simulation training device during training or testing under this Part unless the flight simulation training device is approved by the Authority for —

- (a) the training, testing or checking for which it is used;
- (b) a specific manoeuvre, procedure, or crew member function that is being performed; and
- (c) a representation of the specific category and class of aircraft, type of aircraft, particular variation within the type of aircraft or set of aircraft for certain flight training devices.

(2) A flight simulation training device shall have the technology for basic flight instruments as those of the aircraft used by the operator:

Provided that —

- (a) operators that have electronic or glass displays shall use a flight simulation training device that has electronic or glass display;
- (b) operators that have standard instruments shall use a flight simulation training device that has standard instruments; and
- (c) operators shall not conduct differences training on a variant flight simulation training device that has electronic glass displays for an aircraft that has standard instruments.

(3) The Authority may approve a device, other than a flight simulation training device, for a specific training or testing purpose.

(4) Where a flight crew member is to receive credit for using a flight simulation training device to perform training, testing, and checking, the Authority shall approve the use of such device, if it is satisfied that the device is appropriate to the task.

Time and place for knowledge and skills tests

24. (1) The Authority shall prescribe places and times for knowledge and skills tests and checks specified under these Regulations.

(2) The knowledge test shall be conducted in writing and in the format prescribed by the Authority.

(3) Where a knowledge test is for an instructor rating or additional rating within the same aircraft category, the test may be performed orally.

(4) Where appropriate, a candidate may, in addition to written knowledge test, be questioned orally during the skills test.

(5) The tests shall be conducted by persons authorised and designated by the Authority.

25. (1) An applicant for a knowledge or skills test shall, at the time of application, have —

Prerequisite
and passing
grades

(a) the necessary endorsement that shows that the applicant meets the training or experience requirements appropriate for the licence, rating or authorisation sought and is qualified to take the test as specified in this Part;

(b) written authorisation from the Authority to take or retake the test; and

(c) proper identification in the form of a Government-issued identification document which contains the applicant's —

(i) photograph,

(ii) signature,

(iii) date of birth, and

(iv) actual residential address, where it is different from the applicant's mailing address.

(2) The applicant shall meet the age requirements, specified in these Regulations for the licence sought, before the expiration date of the knowledge test report.

(3) The applicant shall, before attempting the skills test for a licence or rating —

(a) have passed the required knowledge test within 24 months before the month the applicant successfully completes the skills test; or

(b) where the applicant applies for an airline transport pilot licence —

(i) have passed airline transport pilot licence knowledge test, within a period of seven years before successfully completing the airline transport pilot licence skills test, and

(ii) have been continuously employed as a flight crew member at the time of the airline transport pilot licence skills test.

(4) Where the applicant is required to provide an aircraft for a skills test, the applicant shall ensure that the aircraft -

(a) has an aircraft airworthiness certificate;

(b) has no operating limitations that prohibit the tasks required for the skills test;

(c) is of the same category, class and type, if applicable, as the aircraft for which a licence or rating sought; and

(d) has fully functioning controls.

(5) The Authority shall specify minimum passing grades.

26. (1) Where an applicant fails to pass a test under this Part, he or she may apply to retake the test after he or she has received —

Retesting after
failure

(a) any necessary additional training from an authorised instructor; and

(b) an endorsement from an authorised instructor, who conducted the additional training, that the applicant is qualified to retake the test.

(2) The applicant shall not retake the test more than three times within a period of six months.

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

- (a) comply with the requirement of subregulation (1) before retaking the test;
- (b) when retaking the test, use an aircraft that is of the appropriate aircraft category for the rating and certified for the spins; and
- (c) demonstrate satisfactory instructional proficiency on stall awareness, spin entry, spins and spin recovery to an examiner during the test.

Reliance on training and testing of another State

27. (1) The Authority may rely on the training or testing system administered by another foreign Contracting State as the basis for its own approved training curriculum, including the administration of written and skills test requirements for pilot licences:

Provided that the Authority has an agreement to do so with the foreign Contracting State whose training and testing system is being used.

(2) Where an applicant wishes to undertake training or testing administered by a foreign Contracting State, the applicant shall apply for and receive written approval of the Authority before he or she undertakes the training or testing.

Requirements for instructor training

28. An applicant for an instructor's rating shall, in addition to the requirements in this Part, have —

- (a) received and logged training on the fundamentals of instructing from an authorised instructor; and
- (b) passed a knowledge test on the following areas of instructing —
 - (i) techniques of applied instruction,
 - (ii) assessment of student performance on subjects in which ground instruction is given,
 - (iii) learning process,
 - (iv) elements of effective teaching,
 - (v) student evaluation and testing,
 - (vi) training philosophies,
 - (vii) training programme development,
 - (viii) lesson planning,
 - (ix) classroom instructional techniques,
 - (x) use of training aids including flight simulation training device, where appropriate,
 - (xi) analysis and correction of student errors,
 - (xii) human performance relevant to flight instruction,
 - (xiii) hazards involved in simulating system failures and malfunctions in the aircraft, and
 - (xiv) principles of threat and error management.

Exemption of instructors, etc.

29. The following applicants shall be exempt from the requirements in regulation 28 —

- (a) a holder of an instructor rating issued under this Part who has already passed the knowledge test in the areas of instructing;
- (b) a holder of a current teacher's certificate issued by a national or local authority that authorises the person to teach at secondary education level or higher; and
- (c) a person who provides evidence of an equivalent level of experience acceptable to the Authority.

30. (1) The Authority may designate private individuals to act as representatives of the Authority in examining, inspecting, and testing persons and aircrafts for purposes of issuing pilot and aircraft licences, ratings and certificates. Designated examiner's certificate

(2) The Authority shall issue, under subregulation (1), a certificate of designated authority and an identification card specifying the kind of designation for which the examiner is qualified and the duration of the certificate.

PART VI — Suspension and revocation of licence, rating, authorisation or certificate

31. (1) The Authority may suspend a licence, rating, authorisation or certificate where it discovers facts indicating either lack of competence or qualification, and may require the holder of the licence, rating, authorisation or certificate to retake all or part of the knowledge or practical test required for that licence. Suspension of licence, rating, authorisation or certificate

(2) The Authority shall issue a warning notice to the holder of a licence, rating, authorisation or certificate stating the available facts and information relating to such incompetency or disqualification and shall offer the holder of the licence, rating, authorisation or certificate an opportunity to be heard.

(3) Where the Authority decides to suspend a licence, rating, authorisation or certificate, it shall issue a notification order stating the reasons for the suspension.

32. Where a licence, rating, authorisation or certificate has been suspended in accordance with regulation 31, the holder shall immediately cease to exercise privileges of that licence or certificate and surrender, within 14 days of receiving the notification order, all licences or validation certificates to the Authority. Surrender of licence

33. Where a suspension is limited to one or more ratings mentioned in the licence or validation certificate, the Authority shall issue the affected person with a new licence or certificate omitting all ratings which are subject to the suspension. Limited suspension

34. (1) The Authority may lift a suspension —

- (a) if the holder of the suspended licence or certificate has taken and passed the knowledge or practical tests required for that licence, rating, or authorisation; or
 - (b) if the holder of the suspended licence or certificate has gained the required additional experience.
- Lifting suspension

(2) Where a suspension is lifted under subregulation (1), the Authority shall issue a new licence or validation licence.

35. (1) The Authority shall revoke a licence, rating, authorisation or certificate — Revocation of licence, rating, authorisation or certificate

- (a) if the holder is no longer competent to exercise the privileges mentioned in the licence, rating, authorisation or certificate;
- (b) if the holder fails to meet appropriate medical standards as may be shown in the results of a medical examination or test; or
- (c) if the holder of a suspended licence fails to meet the requirements under regulation 34.

(2) Where the Authority decides to revoke a licence, certificate, rating, or authorisation, it shall issue a notification order stating the reasons for the revocation.

(3) A person whose licence has been revoked shall surrender the licence or certificate to the Authority within 14 days of receiving the notification order.

PART VII — *Crediting of flight time for pilots*

Credit for solo or dual instruction flight time for pilot-in-command

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

Credit for acting as co-pilot in single pilot aircraft

37. (1) A holder of a pilot licence, when acting as a co-pilot at a pilot station of an aircraft certificated for operation by a single pilot but required in Botswana to be operated with a co-pilot, shall be entitled to be credited with not more than 50 percent of the co-pilot flight time required for a higher grade of the pilot licence.

(2) Where the aircraft is equipped to be operated by a co-pilot and the aircraft is operated in a multi-crew operation, the Authority may authorise that flight time to be credited in full towards the total flight time required.

Credit for acting as co-pilot in aircraft operated with co-pilot

38. A holder of a pilot licence, when acting as a co-pilot, shall be entitled to be credited in full with this flight time towards the total time required for a higher grade of pilot licence.

Credit for pilot-in-command under supervision

39. A holder of a pilot licence, when acting as pilot-in-command under supervision, shall be entitled to be credited in full with the flight time towards the total flight time required for a higher grade of pilot licence.

Limitations of privileges on pilot over 60 years

40. (1) A holder of a pilot licence issued under this Part shall not act as a pilot-in-command in single pilot operations on a civil aircraft registered in Botswana for commercial air transport operations, if the person has attained the age of 60 years.

(2) Where an aircraft registered for commercial air transport operations in Botswana requires more than one pilot, one pilot may be up to 65 years of age provided that the other pilot is less than 60 years of age.

Recent experience and currency requirements

41. A holder of a pilot licence shall not operate an aircraft carrying passengers as pilot-in-command or co-pilot unless he or she has carried out at least three take-offs and three landings as pilot-flying in an aircraft of the same type, class or variant of a type or a flight simulation training device of the aircraft type or class to be used, in the preceding 90 days.

Limitations on night passenger aircraft

42. A holder of a pilot licence shall not act as pilot-in-command of an aircraft carrying passengers at night if his or her pilot licence does not include an instrument rating.

- 43.** A holder of a pilot licence shall not operate an aircraft under instrument flight rules or in weather conditions less than the minimum prescribed for visual flight rules, unless within the preceding six months -
- (a) the pilot had an instrument proficiency check on the manoeuvres; or
 - (b) the pilot has logged six hours instrument flight time including at least three hours in flight in the category of aircraft and has carried out six instrument approaches in either actual or simulated conditions.
- 44.** A holder of a pilot licence shall document and record the following time in a manner acceptable to the Authority —
- (a) the training and experience used to meet the requirements for a licence, rating and authorisation; and
 - (b) the experience required to show recent flight experience.

Limitations due to weather conditions

Recording of flight time

PART VIII — *Category ratings*

- 45.** The Authority shall endorse the category rating of an aircraft on a pilot's licence in accordance with these Regulations.
- 46.** An applicant for a pilot licence shall, after successfully meeting all requirements for the issuance of a licence, receive from the Authority, the appropriate licence with an aircraft category rating.
- 47.** (1) A holder of a pilot licence seeking an additional category rating shall —
- (a) meet the requirements of this Part appropriate to the privileges for the category rating sought;
 - (b) have an endorsement in his or her logbook or training record from an authorised instructor that the applicant is competent in the required aeronautical knowledge and flight instruction areas;
 - (c) pass the required knowledge test; and
 - (d) pass the required skills test for the aircraft category, and where applicable class and type rating sought.
- (2) The Authority shall, on issuing an additional category rating, endorse the rating on the pilot's licence and indicate the level of licensing privileges at which the category rating is granted.
- 48.** A holder of a category rating may act as a pilot on the category of aircraft specified in the rating.

Aircraft category rating

Issue of category rating

Issue of additional category rating

Privileges of category rating

- 49.** The duration, renewal or re-issue of the category rating shall coincide with the requirements for the duration, renewal or re-issue of the licence and where applicable class or type rating contained in this Part.

Duration of category rating

PART IX — *Class ratings*

- 50.** The Authority shall endorse the class of an aircraft, where applicable, on a pilot's licence as a rating.
- 51.** An applicant for a pilot's licence shall, after successfully meeting all requirements for the issuance of a licence, receive from the Authority the appropriate licence with the aircraft category, class and, where applicable, type rating endorsed on the licence as an initial class rating.

Aircraft class rating

Issue of class rating

Issue of additional class rating	<p>52. (1) A holder of a pilot licence seeking an additional class rating shall —</p> <p>(a) meet the requirements of this Part appropriate to the privileges for the class rating sought;</p> <p>(b) have an endorsement in his or her logbook or training record from an authorised instructor that the applicant is competent in the required aeronautical knowledge and flight instruction areas;</p> <p>(c) pass the required knowledge test unless the applicant holds a class rating within the same category of aircraft, at the same level of pilot licence; and</p> <p>(d) pass the required skills test for the aircraft class rating sought.</p> <p>(2) The Authority shall, on issuing an additional class rating, endorse the rating on the pilot's licence and indicate the level of licensing privileges at which the class rating is granted.</p>
Privileges for class rating	<p>53. A holder of a class rating may act as a pilot on the class of aircraft specified in the rating.</p>
Duration of class rating	<p>54. A class rating shall be valid for —</p> <p>(a) in the case of a multi-engine class rating, 12 months; and</p> <p>(b) in the case of a single-engine class rating, balloon gas or balloon hot air rating, two years.</p>
Renewal of single-engine class rating	<p>55. A pilot shall renew a single-engine class rating, balloon gas or balloon hot air rating, if —</p> <p>(a) within two years, he or she completes a proficiency check on areas of operation listed in the skills test that is applicable to the licence, category and class rating being renewed; and</p> <p>(b) he or she completes 12 hours flight time within the one year preceding the expiry date.</p>
Renewal of multi-engine class rating	<p>56. A pilot shall renew a multi-engine class rating, if he or she —</p> <p>(a) within the preceding 12 months, completes a proficiency check on the subjects listed in the skills test that is applicable to the licence, category and class rating being renewed; and</p> <p>(b) completes 10 route sectors within the three months preceding the expiry date.</p>
Proficiency check for expired class rating	<p>57. (1) Where applicable, the proficiency test shall include —</p> <p>(a) instrument procedures and instrument approach; and</p> <p>(b) landing procedures under normal, abnormal and emergency conditions including simulated engine failure.</p> <p>(2) Where a pilot takes the proficiency check, required in this regulation, in the month before or the month after it is due, the pilot shall be considered to have taken it in the month in which it was due for the purpose of computing when the next proficiency check is due.</p>
Proficiency check for class rating	<p>58. (1) Where the proficiency test is conducted after the class rating has expired, an applicant shall —</p> <p>(a) have received a refresher training from an authorised instructor and an endorsement that the applicant is prepared for the required skills test; and</p> <p>(b) pass the required skills test for the applicable aircraft category and class.</p> <p>(2) Where applicable, the skills test shall include instrument procedures, including instrument approach and landing procedures under normal, abnormal or emergency conditions, and simulated engine failure.</p>

PART X — *Type rating*

- 59.** The Authority shall, where applicable, endorse the type of aircraft on a pilot's licence as a rating, including any limitations. Aircraft type rating
- 60.** (1) A pilot seeking an aircraft type rating to be endorsed on his or her pilot licence shall — Requirements for type rating
- (a) hold or concurrently obtain an instrument rating that is appropriate to the aircraft category, class or type rating sought;
 - (b) have an endorsement in his or her logbook or training record from an authorised instructor that the applicant has been found competent in the required aeronautical knowledge and flight instruction areas;
 - (c) pass the required skills test at the relevant level, applying crew resources management concepts applicable to the aircraft category, class and type rating being sought; and
 - (d) perform the skills test under instrument flight rules;
- (2) Where the aircraft used for the skills test is not capable of the instrument manoeuvres and procedures required for the skills test, the applicant may —
- (a) obtain a type rating limited to “VFR only”, and
 - (b) remove the “VFR only” limitation for each aircraft type where the applicant demonstrates compliance with the airline transport pilot licence skills test under instrument conditions.
- (3) An applicant seeking a private or commercial licence in an aircraft that requires a type rating shall complete the applicable portions of either the private pilot licence or commercial pilot licence skills test in conjunction with the airline transport pilot licence skills test.
- 61.** (1) Subject to compliance with the requirements specified in this Part, a holder of a type rating may act as a pilot on the type of aircraft specified in the rating. Privileges of type rating
- (2) When a type rating is issued, limiting the privileges to act as co-pilot or limiting the privileges to act as pilot only during the cruise phase of the flight, the Authority shall endorse such limitation on the rating.
- 62.** (1) A type rating shall be valid for a period of 12 months. Duration and renewal of type rating
- (2) A pilot shall renew a type rating, if he or she —
- (a) within the preceding 12 months, completes a proficiency check in the areas of operation listed in the skills test for the appropriate category, type and where applicable, class of the aircraft; and
 - (b) completes 10 route sectors within the three months preceding the expiry date.
- (3) Where a pilot takes the proficiency check required in this regulation in the month before or after the month in which it is due, the pilot shall be considered to have taken it in the month it was due for the purpose of computing the due date for the next proficiency check.
- 63.** Where the type rating has expired, the applicant shall — Re-issue of type rating
- (a) have received refresher training from an authorised instructor and an endorsement that the applicant is prepared for the required skills test; and
 - (b) pass the required skills test for the appropriate category, type and where applicable, class of aircraft.

PART XI — *Category II and III Authorisation*

Issue of category II and III pilot authorisation

64. The Authority shall issue a category II or category III pilot authorisation, in writing, as part of an applicant's instrument rating, to accompany the pilot's licence, when the pilot meets the requirements contained in this Part.

Requirements for category II and III authorisation

65. (1) A person not flying for an air operator certificate, shall not act as pilot of an aircraft during category II or III operations unless that person holds a category II or III pilot authorisation for that category, class or type of aircraft.

(2) An applicant for category II or III pilot authorisation shall —

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

(b) hold a category and class or type rating for the aircraft for which the authorisation is being sought.

Experience for category II and III authorisation

66. The applicant for a category II or III pilot authorisation shall have at least —

(a) 50 hours of night flight time as pilot-in-command;

(b) 75 hours of instrument time under actual or simulated instrument conditions; and

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

Flight instruction for category II and III authorisation

67. The applicant for a category II or III pilot authorisation shall have completed the flight instruction on the relevant areas of operation.

Skills test for category II and III authorisation

68. The applicant for a category II or III pilot authorisation shall pass a skills test including the relevant areas of operation.

Duration and renewal of category II and III authorisation

69. (1) A category II or III authorisation shall be valid for a period of six months.

(2) A pilot may renew category II or III pilot authorisation, if he or she completes a proficiency check in the relevant areas of operation.

Re-issue of category II and III authorisation

70. Where the category II or the category III pilot authorisation has expired and an applicant wishes, the applicant shall —

(a) have received a refresher training from an authorised instructor with an endorsement that the applicant is prepared for the required skills test; and

(b) pass the required skills test on the specified subjects.

Complex aeroplane endorsement

71. A pilot shall not act as pilot-in-command of a complex aeroplane unless he or she has —

(a) received and logged ground and flight training from an authorised instructor in a complex aeroplane or flight simulation training device that is representative of a complex aeroplane and has been found proficient in the operation and systems of the aeroplane; and

(b) received a one-time endorsement in the pilot's logbook from an authorised instructor who certifies that the pilot is proficient to operate a high performance aeroplane.

72. A pilot shall not act as pilot-in-command of a high performance aeroplane unless he or she has —

High performance aeroplane endorsement

- (a) received and logged ground and flight training from an authorised instructor in a high performance aeroplane or flight simulation training device that is representative of a high performance aeroplane and has been found proficient in the operation and systems of the aeroplane; and
- (b) received a one-time endorsement in the pilot’s logbook from an authorised instructor who certifies that that person is proficient to operate a complex aeroplane.

73. (1) A pilot shall not act as a pilot-in-command of a pressurised aircraft capable of operating at high altitudes, unless he or she has —

High altitude aircraft endorsement

- (a) received and logged ground training from an authorised instructor and received an endorsement in the logbook from the instructor certifying that he or she has satisfactorily accomplished ground training in the following subjects —
 - (i) high altitude aerodynamics and meteorology,
 - (ii) respiration,
 - (iii) effects symptoms and causes of hypoxia and any other high-altitude sickness,
 - (iv) duration of consciousness without supplemental oxygen,
 - (v) effects of prolonged usage of supplemental oxygen,
 - (vi) causes and effects of gas expansion and gas bubble formation,
 - (vii) physical phenomena and incidents of decompression, and
 - (viii) any other physical aspects of high-altitude flight; and

- (b) received and logged flight training from an authorised instructor and received an endorsement in the logbook from the instructor certifying that the pilot has satisfactorily accomplished flight training in an aircraft or in a flight simulation training device that is representative of a pressurised aircraft, in the following subjects —

- (i) normal cruise flight operations while operating above 25,000 feet MSL,
- (ii) proper emergency procedures for simulated rapid decompression without actually depressurising the aircraft, and
- (iii) emergency descent procedures.

(2) For purposes of this regulation “a pressurised aircraft capable of operating at high altitudes” means an aircraft that has a service ceiling or maximum operating altitude, whichever is lower, above 25,000 MSL.

PART XII — *Student pilot licence*

74. (1) A person shall not act as a student pilot unless he or she is issued with a student pilot licence by the Authority in accordance with these Regulations.

Student pilot licence

- (2) A person shall not be qualified to be a student pilot unless he or she —
 - (a) is at least 16 years of age;
 - (b) satisfies the English language proficiency requirement under regulation 11; and
 - (c) satisfies any other requirement provided for under this Part.

Application for student pilot licence	<p>75. (1) An application for a student pilot licence shall be made to the Authority in Form C set out in the Schedule to these Regulations and shall include —</p> <ul style="list-style-type: none"> (a) details of the category of the aircraft to be flown; and (b) a report on the knowledge of airspace rules and procedures for the aerodrome where the student will perform solo flights. <p>(2) The application shall be accompanied by a fee, as may be determined by the Authority.</p>
Issue of student pilot licence	<p>76. The Authority shall issue a student pilot licence in Form D set out in the Schedule, where it is satisfied that the applicant meets the requirements provided for in these Regulations.</p>
Pre-solo flight for student pilot	<p>77. A student pilot shall, before conducting a solo flight -</p> <ul style="list-style-type: none"> (a) receive and log flight training for the manoeuvres and procedures applicable to the aircraft category that the student trains in; and (b) demonstrate satisfactory proficiency and safety, as judged by an authorised instructor, on the manoeuvres and procedures for the appropriate category, and class of aircraft, where applicable.
Solo flight for student pilot	<p>78. A student pilot shall not fly solo unless —</p> <ul style="list-style-type: none"> (a) the student holds at least a class 2 medical certificate; and (b) the student is authorised to do so by a chief flight instructor.
Duration of student pilot licence	<p>79. A student pilot licence shall be valid for two years unless revoked or suspended.</p>

PART XIII — *Private pilot licence*

Private pilot licence	<p>80. (1) A person shall not act as a private pilot unless he or she is issued with a private pilot licence by the Authority in accordance with these Regulations.</p> <p>(2) A person shall not be qualified to be a private pilot unless he or she —</p> <ul style="list-style-type: none"> (a) is at least 17 years of age; (b) is at least 16 years of age, if the licence is for a balloon or a glider; (c) satisfies the English language proficiency requirement under regulation 11; and (d) satisfies any other requirement provided for under this Part.
Application for private pilot licence	<p>81. An application for a private pilot licence shall be made to the Authority in Form E set out in the Schedule to these Regulations and shall include —</p> <ul style="list-style-type: none"> (a) a certified copy of a current class 2 medical certificate; (b) a report from an authorised instructor who trained the applicant, which indicates that the applicant is prepared for the required knowledge test and required practical test; (c) any document indicating that the applicant meets the aeronautical requirements of the aircraft category applied for; and (d) any other document as the Authority may require.
Experience required for private pilot licence	<p>82. (1) A person who applies for a private pilot licence with an aeroplane category rating shall —</p> <ul style="list-style-type: none"> (a) complete in relation to a single engine class rating — <ul style="list-style-type: none"> (i) a total flight time of at least 40 hours completed during a course or approved training as a pilot of aeroplanes, five hours of which may have been completed in a flight simulation training device, or

- (ii) a total flight time of at least 10 hours under the supervision of a authorised flight instructor, which shall include five hours of solo cross-country flight time with at least one cross-country flight totalling not less than 270 kilometres where full stop landing at two different aerodromes is made;
 - (b) complete in relation to a multi-engine class rating —
 - (i) a total flight time of at least 10 hours under the supervision of an authorised flight instructor in the relevant category, or
 - (ii) a practical skills test on a multi-engine aircraft;
 - (c) not fly as a pilot-in-command of an aeroplane carrying passengers unless within the preceding 90 days he or she has made at least three take-offs and three landings as the sole manipulator of the controls of an aeroplane of the same type or class; and
 - (d) not fly at night unless he or she has received appropriate dual instruction in aircraft within the category of aircraft in night flying.
- (2) A person who applies for a private pilot licence with a helicopter category rating, shall complete —
- (a) not less than 40 hours of flight time as pilot of a helicopter which may include a total of five hours in a flight simulation training device; or
 - (b) a total flight time of at least 10 hours under the supervision of an authorised flight instructor, including five hours of solo cross country flight time with at least one cross country flight totalling not less than 180 kilometres where full stop landing is made at two different aerodromes.
- (3) A person who applies for a private pilot licence with an airship category rating shall complete a total flight time of at least 25 hours during a course or training as a pilot of an airship, which —
- (a) includes three hours of solo cross country flight training in an airship with at least one cross country flight totalling not less than 270 kilometres;
 - (b) includes three hours of instrument time; and
 - (c) includes five hours as a pilot of an airship under the supervision of a pilot-in-command.
- (4) A person who applies for a private pilot licence with a balloon category rating shall complete at least 16 hours of flight time as a pilot of a balloon including at least eight hours launches and landings, one of which shall be solo.
- (5) A person who applies for a private pilot licence with a glider category rating shall complete at least six hours of flight time as a pilot of a glider including at least two hours performing solo launches and landings.
- (6) A person who applies for a private pilot licence with a glider category rating shall receive dual instruction in glider from an authorised instructor.
- (7) A person who applies for a private pilot licence shall have operational experience in —
- (a) the management of threats and errors; and
 - (b) pre-flight operations, including mass and balance determination for aeroplane, helicopter, powered-lift, airship, balloon or glider inspection and serving.

83. (1) A person who applies for a private pilot licence with an aeroplane category rating shall receive and log at least 20 hours of dual instruction from an authorised instructor —

(a) which may include five hours completed in a flight simulation training device; and

(b) which shall include five hours solo cross country flight time with at least one cross country flight totalling at least

270 kilometres or 150 nautical miles with full stop landings at two different aerodromes.

(2) A person who applies for a private pilot licence with a helicopter category rating shall receive and log at least 20 hours of dual instruction from an authorised instructor —

(a) which may include five hours completed in a flight simulation training device; and

(b) which shall include five hours solo cross country flight time with at least one cross country flight totalling at least 180 kilometres or 100 nautical miles in the course of two different points.

(3) A person who applies for a private pilot licence with a powered-lift category rating shall receive and log at least 20 hours of dual instruction from an authorised instructor.

(4) A person who applies for a private pilot licence with an airship category rating shall receive and log at least 20 hours of dual instruction from an authorised instructor.

(5) A person who applies for a private pilot licence with a balloon category rating shall receive dual instruction in free balloons from an authorised instructor.

(6) A person who applies for a private pilot licence shall have operational experience in —

(a) the management of threats and errors;

(b) pre-flight operations, including mass and balance determination, aeroplane, and inspection or serving in a helicopter, powered-lift, airship, balloon or glider;

(c) aerodromes and traffic pattern operations, collision avoidance precautions and procedures;

(d) the control of the relevant aircraft by external visual reference;

(e) the control of flight at critical high airspeeds and recognition and recovery from spiral dives;

(f) normal and cross wind take offs and landings;

(g) in case of a helicopter, recovery at the incipient stage from settling with power, recovery techniques from low-rotor within the normal range of the engine where applicable;

(h) cross country flying using visual reference, dead reckoning, and where available radio navigation aids including a flight of at least one hour;

(i) emergency operations, including simulated helicopter equipment malfunctions, autorotative approach and landing;

(j) operations to, from and transmitting controlled aerodromes;

(k) compliance with air traffic services procedures, radiotelephony procedures and phraseology;

(l) communications procedures and phraseology; and

(m) any other operational requirement as may be required by the Authority.

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| <p>84. The Authority shall issue a private pilot licence in Form D set out in the Schedule to these Regulations, where it is satisfied that the applicant satisfies the requirements of these Regulations.</p> | <p>Issue of private pilot licence</p> |
| <p>85. The Authority may issue a private pilot licence to an applicant, subject to —</p> <p>(a) the condition that the holder of a private pilot licence shall not act as a pilot-in-command or co-pilot of an aircraft which operates or carries passengers or property for compensation or hire; or</p> <p>(b) any other condition that the Authority may impose.</p> | <p>Conditions of issue of private pilot licence</p> |
| <p>86. A private pilot licence shall be valid for five years from the date of issue, unless suspended or revoked.</p> | <p>Duration of private pilot licence</p> |

PART XIV — Commercial pilot licence

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| <p>87. (1) A person shall not act as a commercial pilot unless he or she is issued with a commercial pilot licence by the Authority in accordance with these Regulations.</p> <p>(2) A person shall not be qualified to be a commercial pilot unless he or she —</p> <p>(a) is at least 18 years of age;</p> <p>(b) satisfies the English language proficiency requirement under regulation 11; and</p> <p>(c) satisfies any other requirement provided for under this Part.</p> | <p>Commercial pilot licence</p> |
| <p>88. An application for a commercial pilot licence shall be made to the Authority in Form F set out in the Schedule to these Regulations and shall include —</p> <p>(a) a certified copy of a current class 1 medical certificate;</p> <p>(b) a certified copy of a current private pilot licence;</p> <p>(c) a report, from an authorised instructor who trained the applicant, which indicates that the applicant is prepared for the required knowledge test and required practical test;</p> <p>(d) any document indicating that the applicant meets the aeronautical requirements of the aircraft category applied for; and</p> <p>(e) any other document as the Authority may require.</p> | <p>Application for commercial pilot licence</p> |
| <p>89. (1) A person who applies for a commercial pilot licence with an aeroplane category rating shall complete a total flight time of at least 200 hours flight time as a pilot in an aeroplane, which shall include —</p> <p>(a) 10 hours experience as pilot under instruction in a flight training simulation device approved by the Authority;</p> <p>(b) 100 hours as a pilot-in-command for a flight of at least 540 kilometres in the course of which full stop landings at two different aerodromes are made; or</p> <p>(c) 10 hours of night flight time, where applicable.</p> <p>(2) A person who applies for a commercial pilot licence with a helicopter category rating shall complete a total flight time of at least 150 hours during a course provided by an Approved Training Organisation or training as a pilot in a helicopter, or at least 100 flight time as a pilot-in-command, which shall include —</p> <p>(a) 10 hours completed in a flight simulation training device;</p> <p>(b) 10 hours as a pilot-in-command for a flight of at least 540 km in the course of which full stop landings at two different aerodromes are made; and</p> <p>(c) five hours of night flight time where applicable.</p> | <p>Experience required for commercial pilot licence</p> |

(3) A person who applies for a commercial pilot licence with a powered-lift category rating shall complete a total flight time of at least 150 hours during a course or training as a pilot of a powered lift aircraft, or at least 200 flight time as a pilot in a powered lift aircraft, which shall include —

- (a) the number of flight times to be determined by the Authority, as a pilot under instruction in a flight simulation training device;
- (b) 100 hours as a pilot-in-command for a flight of at least 540 kilometres in the course of which full stop landings at two different aerodromes are made; and
- (c) five hours of night flight time where applicable.

(4) A person who applies for a commercial pilot licence with an airship category rating shall complete at least 200 hours of flight time as a pilot in an airship, which shall include —

- (a) 30 hours as a pilot-in-command under supervision in an airship;
- (b) 10 hours as a pilot in a cross country flight; or
- (c) 10 hours of night flight time where applicable.

(5) A person who applies for a commercial pilot licence with a balloon category rating shall complete 35 hours flight time as a pilot, and —

- (a) in the case of a free balloon rating, the flight time as a pilot shall include —
 - (i) 10 hours of flight training in a free balloon, and
 - (ii) two flights in a free balloon as the pilot-in-command;
- (b) in the case of a gas balloon rating, the flight time as a pilot shall include —
 - (i) two training flights of two hours each in a gas balloon on the areas of operations appropriate to a gas balloon within 60 days before the application for the rating,
 - (ii) two flights as the pilot-in-command, and
 - (iii) one flight involving a controlled ascent to 5,000 feet above the launch site; and
- (c) in the case of a hot air balloon rating, the flight time as a pilot shall include —
 - (i) three training flights of one hour each in a balloon with an airborne heater on the areas of operations appropriate to a balloon with an airborne heater within 60 days before the application for the rating,
 - (ii) two solo flights in a balloon with an airborne heater, and
 - (iii) one flight involving a controlled ascent to 3,000 feet above the launch site.

(6) A person who applies for a commercial pilot licence for a glider category rating shall complete 25 hours flight time as a pilot in a glider with at least 100 flights as a pilot-in-command, which includes —

- (a) three hours of flight training in glider; or
- (b) two hours of solo flight in a glider.

Flight instruction
for commercial
pilot licence

90. (1) A person who applies for a private pilot licence —

- (a) with an aeroplane category rating shall receive and log at least 20 hours of dual instruction from an authorised instructor which shall include five hours completed in a flight simulation training device;
- (b) with a helicopter category rating shall receive and log at least 30 hours of dual instruction from an authorised instructor;
- (c) with a power lift category rating shall receive and log at least 20 hours of dual instruction from an authorised instructor; and
- (d) with an airship category rating, balloon category rating or glider category rating shall receive and log dual instruction from an authorised instructor.

(2) A person who applies for a commercial pilot licence shall have operational experience in —

- (a) the management of threats and errors;
- (b) pre-flight operations including mass and balance determination, aircraft inspection and servicing;
- (c) aerodrome and traffic pattern operations, collision avoidance precautions and procedures;
- (d) the control of the aeroplane or helicopter by external visual reference;
- (e) flight at critically slow airspeeds, recognition of and recovery from, incipient and full stalls;
- (f) flight with asymmetrical power for multi-engine class or type ratings where applicable;
- (g) recovery at the incipient stage from settling with power, recovery techniques from low-rotor rpm within the normal range of engine rpm where applicable;
- (h) ground manoeuvring and run-ups, hovering, normal take-offs and landings, out of wind and sloping ground, steep approaches where applicable;
- (i) take-offs and landings with minimum necessary power, maximum performance take-off and landing techniques, restricted site operations, quick stops;
- (j) basic flight manoeuvres and recovery from unusual altitudes by reference solely to basic flight instruments;
- (k) cross country flying using visual reference, dead reckoning and radio navigation aids, diversion procedures;
- (l) abnormal and emergency procedures, including simulated helicopter equipment malfunctions, autorotative approach and landing; and
- (m) operations to, from and transmitting controlled aerodromes, compliance with air traffic services procedures, radiotelephony procedures and phraseology.

91. The Authority shall issue a commercial pilot licence in Form D set out in the Schedule to these Regulations, where it is satisfied that the applicant meets the requirements of these Regulations.

Issue of commercial pilot licence

92. A holder of a commercial pilot licence may —

Privileges of commercial pilot licence

- (a) exercise all privileges of the holder of a private pilot licence in the appropriate aircraft category;
- (b) act as pilot-in-command in an aircraft used to provide air transport service, within the appropriate aircraft category —
 - (i) certificated for single-pilot operations, or
 - (ii) required to be operated with a co-pilot; and
- (c) act as a pilot in an airship under instrument flight rules.

93. A commercial pilot licence shall valid for five years, from the date of issue, unless suspended or revoked.

Duration of commercial pilot licence

PART XV — *Multi-crew pilot licence*

Multi-crew pilot licence	<p>94. (1) A person shall not act as a multi-crew pilot unless he or she is issued with a multi-crew pilot licence by the Authority in accordance with these Regulations.</p> <p>(2) A person shall not be qualified to be a multi-crew pilot unless he or she is at least 18 years of age.</p>
Application for multi-crew pilot licence	<p>95. An application for a multi-crew pilot licence shall be made to the Authority in Form G set out in the Schedule to these Regulations and shall include —</p> <ul style="list-style-type: none">(a) a certified copy of a current class 1 medical certificate;(b) a report, from an authorised instructor who trained the applicant, which indicates that the applicant is prepared for the required knowledge test and required practical test; and(c) any other document that the Authority may require.
Experience required for multi-crew pilot licence	<p>96. (1) A person who applies for a multi-crew pilot licence shall receive and log ground training from an authorised instructor in an approved training course on the subjects appropriate to the privileges granted to the holder of a multi-crew pilot licence.</p> <p>(2) A person who applies for a multi-crew pilot licence shall complete at least 240 hours as a pilot.</p>
Issue of multi-crew pilot licence	<p>97. The Authority shall issue a multi-crew pilot licence in Form D set out in the Schedule to these Regulations, where it is satisfied that the applicant satisfied the requirements of these Regulations.</p>
Duration of multi-crew pilot licence	<p>98. A multi-crew pilot licence shall be valid for five years from the date of issue, unless suspended or revoked.</p>

PART XVI — *Airline transport pilot licence*

Airline transport pilot licence	<p>99. (1) A person shall not act as an airline transport pilot unless he or she is issued with an airline transport pilot licence by the Authority in accordance with these Regulations.</p> <p>(2) A person shall not be qualified to be a airline transport pilot unless he or she —</p> <ul style="list-style-type: none">(a) is at least 21 years of age; and(b) satisfies the language proficiency requirement under regulation 11.
Application for airline transport pilot licence	<p>100. An application for an airline transport pilot licence shall be made to the Authority in Form H set out in the Schedule to these Regulations and shall include —</p> <ul style="list-style-type: none">(a) a current class 1 medical certificate;(b) a commercial pilot licence and an instrument rating; and(c) any other document that the Authority may require.
Experience required for airline transport pilot licence	<p>101. (1) A person may apply for an airline transport pilot licence with an aeroplane category rating if he or she has completed a total flight time of at least 1500 hours during a course or training as pilot in an aeroplane, or at least 250 flight time as a pilot in an aeroplane, including —</p> <ul style="list-style-type: none">(a) 30 hours as a pilot-in-command under supervision in an airship; and(b) 10 hours as a pilot in a cross country flight.

(2) The applicant under subregulation (1) shall have received an endorsement for the knowledge test from an authorised instructor who conducted the training on the knowledge subjects, certifying that the person is prepared for the required knowledge test.

102. An applicant for an airline transport pilot licence shall have completed the experience and flight instruction requirements appropriate to the aircraft category applied for.

Flight instruction for airline transport pilot licence

103. The Authority shall issue an airline transport pilot licence in Form D set out in the Schedule to these Regulations, where it is satisfied that the applicant meets the requirements of these Regulations.

Issue of airline transport pilot licence

104. A holder of an airline transport pilot licence may —

Privileges of airline transport licence

- (a) exercise all the privileges of the holder of a private pilot licence and commercial pilot licence within the same category and class of aircraft;
- (b) in the case of an aeroplane and powered-lift, exercise the privileges of the holder of an instrument rating; and
- (c) act as a pilot-in-command or co-pilot in commercial air transport in an aircraft within the appropriate category and class where applicable.

105. An airline transport pilot licence shall be valid for five years unless revoked or suspended.

Duration of airline transport pilot licence

PART XVII — *Instrument rating*

106. (1) A person shall not qualify for an instrument rating unless he or she —

Instrument rating

- (a) is at least 18 years of age; and
- (b) holds either a class 1 or 2 medical certificate appropriate for the level of licence held.

(2) An applicant for an instrument rating, who holds a private pilot licence, shall have established his or her hearing acuity on the basis of compliance with the hearing requirements for the issue of a class 1 medical certificate.

107. An applicant for an instrument rating shall receive and log ground training from an authorised instructor on —

Knowledge required for instrument rating

- (a) air law, rules and regulations relevant to flight under instrument flight rules related to air traffic service practices and procedures;
- (b) aircraft general knowledge for the aircraft category being sought, which shall include —
 - (i) the use, limitation and serviceability of avionics, the use of electronic devices and instruments necessary for the control and navigation of aeroplanes under instrument flight rules and in instrument meteorological conditions, the use and limitations of autopilot, and
 - (ii) knowledge of compasses, turning and acceleration errors, gyroscopic instruments, operational limits and precession effects, practices and procedures in the event of malfunctions of various flight instruments;

- (c) flight performance and planning for the aircraft category being sought, which shall include
 - (i) pre-flight preparations and checks appropriate to flight under instrument flight rules, and
 - (ii) operational flight planning, preparation and filing of air traffic services flight plans under instrument flight rules, and altimeter setting procedures;
- (d) human performance for the aircraft category being sought, which shall include —
 - (i) human performance relevant to instrument flight in the aircraft, and
 - (ii) principles of threat and error management;
- (e) meteorology for the aircraft category being sought, which shall include —
 - (i) the application of aeronautical meteorology, interpretation and use of reports, charts and forecasts, codes and abbreviations, use of, and procedures for obtaining, meteorological information and altimetry,
 - (ii) knowledge of the causes, recognition and effects of icing, frontal zone penetration procedures, hazardous weather avoidance, and
 - (iii) in the case of helicopter and powered-lift, effects of rotor icing;
- (f) navigation, which shall include -
 - (i) practical air navigation using radio navigation aids, and
 - (ii) use, accuracy and reliability of navigation systems used in departure, en-route, approach and landing phases of flight identification of radio navigation aids;
- (g) operation procedures for the aircraft category being sought, which shall include —
 - (i) application of threat and error management to operational principles,
 - (ii) interpretation and use of aeronautical documentation such as AIP, NOTAM, aeronautical codes and abbreviations, and instrument procedure charts for departure, en-route, descent and approach, and
 - (iii) knowledge of precautionary and emergency procedures, safety practices associated with flight under instrument flight rules, obstacle clearance criteria; and
- (h) radiotelephony, which shall include —
 - (i) communication procedures and phraseology as applied to aircraft operations under instrument flight rules, action to be taken in case of communication failure, and
 - (ii) any other requirement as the Authority may specify.

Knowledge testing for instrument rating

Experience required for instrument rating

108. An applicant for an instrument rating shall have received an endorsement for the knowledge test from an authorised instructor who —

- (a) conducts the training on the knowledge subjects; and
- (b) certifies that the person is prepared for the required knowledge test.

109. (1) An applicant for an instrument rating shall have completed the experience for flight instruction requirements appropriate to the aircraft category.

(2) An applicant shall have completed at least -

(a) 50 hours of cross-country flight time as pilot-in-command of an aircraft in categories acceptable to the Authority of which not less than 10 hours shall be in the aircraft category being sought; and

(b) 40 hours of instrument time in aircraft of which not more than 20 hours, or 30 hours where a flight simulation is used, may be instrument ground time, which shall be under the supervision of an authorised instructor.

110. (1) A holder of an instrument rating may act as a pilot of an aircraft of the appropriate category under instrument flight rules.

Privileges of instrument rating

(2) The holder of the rating shall have complied with the appropriate requirements before exercising the privileges on multi-engine aircraft.

111. (1) The applicant for an instrument rating shall have not less than 10 hours of the instrument flight time while receiving and logging dual instruction in aircraft from an authorised flight instructor.

Flight instruction for instrument rating

(2) The instructor shall ensure that the applicant has operational experience in pre-flight procedures, including the use of the flight manual or equivalent document, and appropriate air traffic services documents in the preparation of an instrument flight rules flight plan to the level of performance required for the holder of an instrument rating, which includes —

- (a) pre-flight inspection, use of checklists, taxiing and pre-take-off checks;
- (b) procedures and manoeuvres for instrument flight rules operation under normal, abnormal and emergency conditions covering at least —
 - (i) transition to instrument flight on take-off,
 - (ii) standard instrument departures and arrivals,
 - (iii) en-route instrument flight rules procedures and navigation,
 - (iv) holding procedures,
 - (v) instrument approaches to specified minima,
 - (vi) missed approach procedures, and
 - (vii) landings from instrument approaches; and
- (c) flight manoeuvres and particular flight characteristics.

(3) Where the privileges of the instrument rating are to be exercised on multi-engine aircraft, the applicant shall have received dual instrument flight instruction in such an aircraft from an authorised flight instructor.

(4) The instructor shall ensure that the applicant has operational experience in the operation of the aircraft solely by reference to instruments with one engine inoperative or simulated inoperative.

112. (1) An instrument rating shall be valid for a period of 12 months.

Duration and renewal of instrument rating

(2) An applicant for the renewal of a single-engine instrument rating shall within the preceding 12 months, complete a proficiency check on the relevant subjects.

(3) Where a pilot takes the proficiency check required under subregulation (2) in the month before or the month after the month in which it is due, the pilot shall be considered to have taken it in the month in which it was due, for the purpose of computing when the next proficiency check is due.

(4) An applicant who satisfies the requirements of this regulation shall be re-issued with an instrument rating.

PART XVIII — *Flight instructor rating and flight instructor authorisation*

113. A person shall not conduct the business of a flight instructor unless he or she is issued with a flight instructor rating in accordance with these Regulations.

Flight instructor rating

114. (1) An application for a flight instructor rating shall be made to the Authority in Form I set out in the Schedule to these Regulations.

Application for flight instructor rating

- (2) An applicant for a flight instructor rating shall —
- (a) have a class 1 medical certificate; and
 - (b) hold a licence with the relevant aircraft category, class and type rating, that is appropriate to the flight instructor rating sought, as follows —
 - (i) for an instructor rating in the aeroplane category, the applicant shall hold either a commercial pilot licence or airline transport pilot licence with any instrument rating and any appropriate class or type rating,
 - (ii) for an instructor rating in the helicopter category, the applicant shall hold either a commercial pilot licence or an airline transport pilot licence with any instrument rating with an applicable, class or type rating,
 - (iii) for an instructor rating in the powered-lift category, the applicant shall hold either a commercial pilot licence or airline transport pilot licence with any instrument rating and any applicable class or type rating,
 - (iv) for an instructor rating in the balloon category, glider category or airship category, the applicant shall hold the applicable commercial pilot licence with any applicable ratings, and
 - (v) for an instrument rating category, the applicant shall hold an instrument rating in the appropriate aircraft category.

Knowledge required for flight instructor rating

115. (1) An applicant for a flight instructor rating shall receive and log training from an authorised instructor and pass a flight instructor knowledge test on —

- (a) the aeronautical knowledge areas for a student, private and commercial pilot licence applicable to the aircraft category for which flight instructor privileges are sought; and
- (b) the aeronautical knowledge areas for the instrument rating applicable to the category for which instrument flight instructor privileges are sought.

(2) The applicant shall meet the requirements for fundamentals of knowledge instruction.

Instructions for flight instructor rating

116. An applicant for a flight instructor rating shall —

- (a) receive flight instructions from an authorised instructor in flight instructional techniques, including demonstration, student practices, recognition and correction of common student errors; and
- (b) have practised instructional techniques in the relevant flight manoeuvres and procedures.

Skills test for flight instructor rating

117. An applicant shall —

- (a) receive a logbook endorsement from an authorised instructor to indicate that the applicant is proficient in the relevant areas of operation, appropriate to the flight instructor rating sought; and
- (b) pass the required skills test that is appropriate to the flight instructor licence sought on the areas of operation.

118. (1) A flight instructor may, within the limitations of his or her pilot licence and ratings, give training and endorsements that are required for, and relate to —

- (a) a student pilot authorisation;
- (b) a pilot licence;
- (c) a flight instructor rating;
- (d) a ground instructor rating;
- (e) an aircraft category rating;
- (f) an aircraft class rating;
- (g) an instrument rating;
- (h) a proficiency check or recent experience requirement;
- (i) a knowledge test; and
- (j) a skills test.

(2) A flight instructor may not conduct more than eight hours of flight training in any 24 consecutive hours, and shall be subject to any limitations in hours of training.

119. (1) A flight instructor rating shall be valid for two years.

(2) A flight instructor rating that has not expired may be renewed for an additional two years if the holder —

- (a) passes a skills test for renewal of the flight instructor rating, or an additional rating; or
- (b) presents to the Authority —
 - (i) a record of training students that shows that during the preceding two years the flight instructor has endorsed at least five students for a skills 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 two years the flight instructor has provided service as a company pilot, chief flight instructor, company pilot, or flight instructor in an 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 rating.

(2) Where a flight instructor accomplishes the renewal requirements within 90 days preceding the expiration month of his or her flight instructor rating —

- (a) the Authority shall consider that the flight instructor accomplished the renewal requirement in the month due; and
 - (b) the Authority shall renew the current flight instructor rating for an additional two years from its expiration date.
- (3) A flight instructor may accomplish the skills test required by this regulation in an approved course conducted by an Approved Training Organisation.

Privileges
and
limitations

Duration
and renewal
of flight
instructor
rating

Re-issue
of flight
instructor
rating

120. Where a flight instructor rating has expired, the applicant may apply for a re-issue of the rating if he or she —

- (a) has received refresher training from an authorised instructor with an endorsement that the person is prepared for the required skills test; and
- (b) passes the prescribed skills test.

Flight
instructor
records

121. A flight instructor shall —

- (a) sign the logbook of each student to whom that instructor has given flight training or ground training;
- (b) maintain a record in a logbook or separate document that contains the following —
 - (i) the name of each person whose logbook or student pilot licence that instructor has endorsed for solo flight privileges, and the date of the endorsement, and
 - (ii) the name of each person that instructor has endorsed for a knowledge test or skills test, and a record of the kind of test, the date, and the results; and

(c) retain the records required by this regulation for at least three years.

Limitations on
endorsements

122. (1) A flight instructor shall not endorse a —

- (a) student pilot's licence or logbook for solo flight privileges, unless that flight instructor has —
 - (i) given the student the flight training required for solo flight privileges,
 - (ii) determined that the student is prepared to conduct the flight safely under known circumstances, subject to any limitations listed in the student's logbook that the instructor considers necessary for the safety of the flight,
 - (iii) given the student pilot training in the make and model of aircraft or a similar make and model of aircraft in which the solo flight is to be flown, and
 - (iv) endorsed the student pilot's logbook for the specific make and model aircraft to be flown;
- (b) student pilot's licence and logbook for a solo cross country flight, unless that flight instructor has determined that —
 - (i) the student's flight preparation, planning, equipment, and proposed procedures are adequate for the proposed flight under the existing conditions and within any limitations listed in the logbook that the instructor considers necessary for the safety of the flight, and
 - (ii) the student has the appropriate solo cross country endorsement for the make and model of aircraft to be flown;
- (c) student pilot's licence and logbook for a solo flight in a class B airspace area or at an airport within class B airspace unless that flight instructor has —
 - (i) given that student ground and flight training in that class B airspace or at that airport, and
 - (ii) determined that the student is proficient to operate the aircraft safely;
- (d) logbook of a pilot for a flight review, unless that instructor has conducted a review of that pilot in accordance with the appropriate requirements; or
- (e) logbook of a pilot for an instrument proficiency check, unless that instructor has tested that pilot in accordance with the appropriate requirements.

(2) A flight instructor shall not make any self-endorsement for a licence, rating, flight review, authorisation, operating privilege, skills test, or knowledge test.

123. A flight instructor may not give training required for the issuance of a licence or rating in a multi-engine aeroplane or a helicopter, unless that flight instructor has at least five flight hours of pilot in command time in the specific make and model of multi-engine aeroplane or helicopter, as appropriate.

Training in multi-engine aeroplane or helicopter

124. A flight instructor shall not provide instruction to another pilot who has never held a flight instructor rating, unless that flight instructor —

Training first-time flight instructor

- (a) has held a current and valid ground or flight instructor rating for at least two years and has given at least 40 hours of ground training; or
- (b) holds a current ground or flight instructor rating and has given at least 100 hours of ground training in a course which has been approved by the Authority; and
- (c) meets the eligibility requirements —
 - (i) for training in preparation for an aeroplane or helicopter rating, and has given at least 200 hours of flight training as a flight instructor, and
 - (ii) for training in preparation for a glider rating, has given at least 80 hours of flight training as a flight instructor.

125. A flight instructor may not give training in category II or category III operations unless the flight instructor has been trained and tested in category II or category III operations, as applicable.

Category II and category III flight instructions

126. A current and former holder of a professional pilot licence who has instructional experience may apply for an authorisation to provide flight instruction in a flight simulation training device, if the applicant has at least 24 months experience as instructor in simulation trainers.

Application for flight instructor authorisation

127. A holder of a flight instructor authorisation may carry out flight simulation training instruction for the issue of a class or type rating in the appropriate category of aircraft.

Privileges of flight instructor authorisation

128. A flight instructor authorisation for flight simulation training shall be valid for a period of 24 months.

Duration of flight instructor authorisation

PART XIX — *Ground instructor rating*

129. (1) A person shall not act as a ground instructor unless he or she is issued with a ground instructor rating in accordance with these Regulations.

Ground instructor rating

(2) A person shall not be qualified to be a ground instructor unless he or she is at least 18 years of age.

130. (1) An application for a ground instructor rating shall be made to the Authority in Form I set out in the Schedule to these Regulations.

Application for ground instructor rating

(2) An applicant for a ground instructor rating shall receive and log training from an authorised instructor and pass a knowledge test on the following aeronautical knowledge areas appropriate to the aircraft category —

- (a) for a basic rating, the knowledge for a student and private pilot licence;
- (b) for an advanced rating, the student, private, commercial and airline transport pilot knowledge areas; and
- (c) for an instrument rating, the knowledge for the instrument rating.

Privileges for ground instructor rating

131. (1) A holder of a ground instructor rating with a basic rating may provide —

- (a) ground training in the aeronautical knowledge areas required for the issuance of a student pilot authorisation or private pilot licence or associated ratings;
- (b) ground training required for a private pilot flight review; and
- (c) a recommendation for a knowledge test required for the issuance of a private pilot licence.

(2) A holder of a ground instructor rating with an advanced rating may provide —

- (a) ground training in the aeronautical knowledge areas required for the issuance of any licence or rating;
- (b) ground training required for any flight review; and
- (c) a recommendation for a knowledge test required for the issuance of any licence.

(3) A holder of an instrument ground instructor rating may provide —

- (a) ground training in the aeronautical knowledge areas required for the issuance of an instrument rating;
- (b) ground training required for an instrument proficiency check; and
- (c) a recommendation for a knowledge test required for the issuance of an instrument rating.

Recent experience for ground instructor rating

132. A holder of a ground instructor rating may not perform the duties of a ground instructor unless, within the preceding 12 months —

- (a) the person has served for at least three months as a ground instructor; or
- (b) the person has received an endorsement from an authorised ground or flight instructor certifying that the person has demonstrated satisfactory proficiency with the standards prescribed in this part for the authorisation and rating.

PART XX — *Designated pilot examiner certificate*

Designated pilot examiner certificate

133. (1) A person shall not act as a designated pilot examiner unless he or she is issued with a designated pilot examiner certificate, by the Authority, in accordance with these Regulations.

(2) A person shall not be qualified to be a designated pilot examiner unless he or she —

- (a) is at least 21 years of age; and
- (b) holds a class 1 medical certificate.

Application for designated pilot examiner certificate

134. An application for a designated pilot examiner certificate shall be made to the Authority in Form J set out in the Schedule to these Regulations and shall include —

- (a) the licence and class or type rating applicable to the examining authority sought; and
- (b) any other document that the Authority may require.

Experience required for private pilot examiner certificate

135. (1) A person who applies for a private pilot designated examiner certificate with an aeroplane category rating shall have —

- (a) a valid commercial pilot licence;
- (b) an appropriate class rating and instrument rating;
- (c) a flight instructor rating for the examining authority sought or shall have served as a check pilot or been in a comparable position in an Approved Training Organisation;

- (d) 2,000 hours as pilot-in-command which shall include at least —
 - (i) 1,000 hours in an aeroplane, 300 hours of which shall be accrued within the previous year,
 - (ii) 300 hours in the class of airplane for which the designation is sought, and
 - (ii) 100 hours in an aeroplane at night; and
 - (e) 200 hours as flight instructor in an aeroplane, which includes at least 100 hours of flight instruction given in the class of an aeroplane appropriate to the designation sought.
- (2) A person who applies for a private pilot designated examiner certificate with a helicopter category rating shall have —
- (a) a valid commercial pilot licence for helicopters;
 - (b) an appropriate class rating and instrument rating;
 - (c) 1,000 hours as pilot-in-command, which shall include at least —
 - (i) 500 hours in a helicopter, 100 hours of which shall be accrued within the previous year, and
 - (ii) 250 hours in a helicopter appropriate for the designation sought; an
 - (d) 200 hours as a flight instructor in helicopters.
- (3) A person who applies for a private pilot designated examiner certificate with a powered-lift category rating shall have —
- (a) a commercial pilot licence and a flight instructor rating for powered lift;
 - (b) 2,000 hours as a pilot-in-command which shall include at least —
 - (i) 1000 hours in a powered-lift, 300 hours of which shall be accrued within the last year, and
 - (ii) 100 hours in a powered-lift at night; and
 - (c) 500 hours as a flight instructor in a powered-lift.
- (4) A person who applies for a private pilot designated examiner certificate with an airship category rating shall have —
- (a) a commercial pilot licence and flight instructor rating for airship category with an appropriate class rating;
 - (b) 1,000 hours as a pilot-in-command, which shall include at least —
 - (i) 500 hours in an airship, 200 hours of which shall be accrued within the last year, and
 - (ii) 50 hours in an airship at night; and
 - (c) 100 hours as a flight instructor in an airship.
- (5) A person who applies for a private pilot designated examiner certificate with a balloon category rating shall have —
- (a) a commercial pilot licence for balloon category rating, and an appropriate class rating; and
 - (b) 200 hours as pilot-in-command, which shall include at least —
 - (i) 100 hours of which shall be accrued within the previous year, and
 - (ii) 10 flights in a balloon for at least 30 minutes duration each; and
 - (c) 50 hours as a flight instructor in a balloon.

- (6) A person who applies for a private pilot designated examiner certificate with a glider category rating shall have —
 - (a) a commercial pilot licence and flight instructor rating for a glider;
 - (b) 500 hours as pilot-in-command, which shall include at least —
 - (i) 200 hours in a glider, 10 hours of which shall be accrued within the past year,
 - (ii) 10 hours in a glider, and
 - (iii) 10 hours in a glider within the previous year, that include at least 10 flights in a glider; and
 - (c) 100 hours as a flight instructor in glider.

Experience
required for
commercial
pilot examiner
certificate

- 136.** (1) A person who applies for a commercial pilot designated examiner certificate and instrument rating with an aeroplane category rating shall have —
- (a) a commercial pilot licence with an appropriate class rating and instrument rating;
 - (b) 2,000 hours as pilot-in-command, which shall include at least —
 - (i) 1,000 hours in an aeroplane, 300 hours of which shall be accrued within the previous year,
 - (ii) 500 hours in the class of aeroplane for which the designation is sought,
 - (iii) 100 hours at night in an aeroplane,
 - (iv) 100 hours of instrument flight time in actual or simulated conditions,
 - (v) 300 hours in large or turbine powered aeroplane in order to conduct skills tests in large or turbine aeroplane, and
 - (vi) 25 hours for each additional type of large aeroplane for which designation to conduct skills test in a large or turbine powered aeroplane is sought; and
 - (c) 500 hours as a flight instructor in an aeroplane, which shall include at least —
 - (i) 100 hours of flight instruction given in the class of aeroplane applicable to the designation sought, and
 - (ii) 250 hours of instrument flight instruction of which 200 were given in an aeroplane.
- (2) A person who applies for a commercial pilot designated examiner certificate with a helicopter category rating shall have —
- (a) a commercial pilot licence with a helicopter category rating;
 - (b) a valid flight instructor rating for a helicopter, an appropriate class rating and instrument rating; and
 - (c) 2000 hours as pilot-in-command, which shall include at least —
 - (i) 500 hours in a helicopter of which 100 hours were accrued within the previous year,
 - (ii) 250 hours as a flight instructor in a helicopter, which shall include —
 - (aa) 100 hours of flight instruction in helicopters,
 - (bb) 50 hours of instrument flight instruction in helicopters, or
 - (iii) 100 hours of instrument flight time in actual or simulated conditions.

- (3) A person who applies for a commercial pilot designated examiner certificate with a powered-lift category rating shall have —
- (a) a commercial pilot licence with a powered-lift category rating;
 - (b) a valid flight instructor rating for powered-lift, an appropriate class rating and instrument rating;
 - (c) 2000 hours as pilot-in-command which include at least —
 - (i) 1000 hours in a powered-lift of which 300 hours were accrued within the past year,
 - (ii) 100 hours in a powered-lift at night, or
 - (iii) 100 hours of instrument flight time in actual or simulated conditions,
 - (iv) in the case of a skills test in large or turbine-engine powered-lift —
 - (aa) 300 hours in large or turbine engine powered-lift, of which 50 hours shall be in the type of powered-lift for the designation sought, and
 - (bb) 25 hours for each additional type of large aeroplane; and
 - (d) 500 hours as a flight instructor in a powered-lift including at least 250 hours of instrument flight instruction, of which 200 hours shall have been given in powered-lifts.
- (4) A person who applies for a commercial pilot designated examiner certificate with an airship category rating shall have —
- (a) a commercial pilot licence with an airship category rating;
 - (b) a valid flight instructor rating for an airship, an appropriate class rating and instrument rating;
 - (c) 500 hours in airships, of which —
 - (i) 200 hours shall have been accrued within the past year, and
 - (ii) 50 hours in an airship at night; and
 - (d) 100 hours as a flight instructor in an airship.
- (5) A person who applies for a commercial pilot designated examiner certificate with a balloon category rating shall have —
- (a) a commercial pilot licence in the balloon category and applicable class rating;
 - (b) a valid flight instructor rating for a balloon category and appropriate class rating;
 - (c) 200 hours as pilot-in-command, which shall include at least —
 - (i) 100 hours in a balloon, and
 - (ii) 20 hours in a balloon in the class, for which the designation is sought within the past year, including 10 flights in balloon of at least 30 minutes duration each; and
 - (d) 50 hours, of which 10 hours shall have been accrued in the past year, as a flight instructor in a balloon in the class for which the designation is sought.
- (6) A person who applies for a commercial pilot designated examiner certificate with a glider category rating shall have —
- (a) a commercial pilot licence glider category rating;
 - (b) a valid flight instructor rating with a glider category;
 - (c) 500 hours as pilot-in-command which include at least —
 - (i) 250 hours in a glider,
 - (ii) 20 hours in a glider in the class, for which the designation is sought within the past year, including 50 flights in glider; and
 - (d) 200 hours as a flight instructor, including 100 hours of flight instruction given in a glider.

Experience
required
for airline
transport pilot
examiner
certificate

137. (1) A person who applies for an airline transport pilot designated examiner certificate with an aeroplane category rating shall have —

- (a) a valid flight instructor rating, an appropriate class rating and an instrument rating;
- (b) 2000 hours as pilot-in-command, which shall include at least —
 - (i) 1,500 hours in an aeroplane, 300 hours of which shall be accrued within the last year,
 - (ii) 500 hours in the class of aeroplane for which the designation is sought,
 - (iii) 100 hours at night in an aeroplane,
 - (iv) 200 hours in a complex aeroplane,
 - (v) 100 hours of instrument flight time in actual or simulated conditions,
 - (vi) for authority to conduct skills test in large or turbine-powered aeroplanes, 300 hours in large or turbine-powered aeroplanes, of which 50 hours are in the type of aeroplane for which designation is sought, and
 - (vii) for authority to conduct skills test in large or turbine-powered aeroplanes, 25 hours of each additional type of large aeroplane for the designation sought; and
- (c) 500 hours as a flight instructor in aeroplanes which include at least —
 - (i) 100 hours of flight instruction in the class of aeroplane applicable to the designation sought,
 - (ii) 250 hours of instrument flight instruction of which 200 hours were given in an aeroplane, and
 - (iii) 150 hours of flight instruction given for commercial pilot licence with an aeroplane category, airline transport pilot licence or instrument rating for an aeroplane.

(2) A person who applies for an airline transport pilot designated examiner certificate with a helicopter category rating shall have —

- (a) a valid flight instructor rating, an appropriate class rating and an instrument rating;
- (b) 2,000 hours as pilot-in-command, which shall include at least —
 - (i) 1,200 hours in a helicopter, 100 hours of which shall be accrued within the past year, and
 - (ii) 250 hours in the class of aeroplane for which the designation is sought,
 - (iii) 100 hours of instrument flight time in actual or simulated conditions,
 - (iv) in the case of a skills test in a large helicopter —
 - (aa) 100 hours in a large helicopter, of which 50 hours shall be in the type of helicopter for the designation sought, and
 - (bb) 25 hours for each additional type of large helicopter; and
- (c) 250 hours as a flight instructor in helicopters, including at least —
 - (i) 100 hours of flight instruction given in helicopters, and
 - (ii) 50 hours of instrument instruction in helicopters.

(3) A person who applies for an airline transport designated pilot examiner certificate with a powered lift category rating shall have —

- (a) a valid flight instructor rating, an appropriate class rating and instrument rating; and
- (b) 2,000 hours as pilot-in-command, which shall include at least —
 - (i) 1,500 hours in a powered-lift, 300 hours of which shall be accrued within the past year,
 - (ii) 100 hours at night in a powered-lift,
 - (iii) 100 hours of instrument flight time in actual or simulated conditions,
 - (iv) in the case of a skills test in large or turbine-engine powered-lift —
 - (aa) 300 hours in large or turbine engine powered-lift, of which 50 hours shall be in the type of powered-lift for the designation sought, and
 - (bb) 25 hours for each additional type of large aeroplane; and
- (c) 500 hours as a flight instructor in powered-lifts, including at least —
 - (i) 250 hours of flight instruction given in powered-lifts, of which 200 hours shall have been given in powered-lifts, and
 - (ii) 150 hours of flight instruction given for commercial pilot licence with a powered-lift category, airline transport pilot licence with a powered-lift category or an instrument rating for a powered-lift.

138. A person who applies for a flight instructor designated examiner certificate shall —

- (a) meet the requirements for a commercial pilot designated examiner or a commercial instrument rating examiner designation which is appropriate for the category and class of aircraft; and
- (b) hold a commercial pilot examiner or commercial instrument rating designation for at least a year prior to designation as a flight instructor examiner.

Experience required for flight instructor examiner certificate

139. An applicant for a designated pilot examiner certificate shall pass a pre-designation knowledge test in the areas appropriate to the category of aircraft for which designation is sought.

Knowledge required for designated pilot examiner certificate

140. An applicant for a designated pilot examiner certificate shall pass a skills test conducted by an inspector of the Authority who holds a current and valid licence in the appropriate category, and where applicable, class and type ratings, in the relevant areas of operation.

Skills test for designated pilot examiner certificate

141. After designation, a designated pilot examiner shall maintain currency by —

Recent experience for designated pilot examiner certificate

- (a) attending initial and recurrent training provided by the Authority; and
- (b) maintaining a current and valid —
 - (i) pilot licence, and where applicable, class or type ratings appropriate to the designation,
 - (ii) flight instructor rating and ratings applicable to the designation, and
 - (iii) class 1 medical certificate.

<p>142. A holder of an examiner's designation may conduct skills tests and proficiency checks for licences and ratings as listed on the designated pilot examiner's certificate and identification card.</p>	<p>Privileges for designated pilot examiner certificate</p>
<p>143. (1) A designated pilot's examiner certificate shall be valid for a period of three years.</p>	<p>Duration and renewal of designated pilot examiner certificate</p>
<p>(2) The designated pilot's examiner certificate shall be renewed at the discretion of the Authority.</p>	
<p>(3) An applicant for renewal of a designated pilot examiner certificate shall pass the appropriate skills test, determined by the Authority, on the areas of operation.</p>	
<p>144. When the Authority deems it necessary for a designated pilot examiner to receive additional designations, the designated pilot examiner —</p>	<p>Additional designations</p>
<p>(a) shall meet all the requirements in this Part for the designation; and</p>	
<p>(b) need not take an additional knowledge test provided that the designation is within the same aircraft category.</p>	
<p>145. (1) Where any provision of these Regulations is contravened in relation to an aircraft, the operator of that aircraft and the pilot-in-command shall, without prejudice to the liability of any other person under these Regulations for that contravention, be deemed for the purposes of the following provisions of this subregulation to have contravened that provision.</p>	<p>Penalties</p>
<p>(2) Subregulation (1) shall not apply if the person proves that the contravention occurred without his or her consent or connivance and that he or she exercised all due diligence to prevent the contravention.</p>	
<p>(3) Any person who contravenes any provision to these Regulations commits an offence and shall be liable to the penalties specified under section 88 of the Act.</p>	
<p>146. (1) Notwithstanding any other provision of these Regulations, a person who, at the commencement of these Regulations, is carrying out aviation related training shall, within 12 months from the date of commencement of these Regulations, or within such longer period as the Minister may, by notice in the Gazette prescribe, comply with the requirements of these Regulations or cease to carry out such operations.</p>	<p>Transitional provisions</p>
<p>(2) A person who fails to comply with these Regulations within the prescribed period commits an offence and shall be liable to the penalties specified under section 88 of the Act.</p>	
<p>147. All valid licences, certificates, permits or authorisation issued or granted by the Authority before the commencement of these Regulations shall remain valid until they expire or are revoked.</p>	<p>Savings</p>

SCHEDULE

FORM A
(regulation 16 (1))

APPLICATION FOR VALIDATION/CONVERSION OF FOREIGN LICENCE					
SURNAME		NAME			
PASSPORT NUMBER		DATE OF BIRTH			
NATIONALITY		PLACE OF BIRTH			
LICENCE TYPE		DATE OF ISSUE			
LICENCE NUMBER		EXPIRY DATE			
WITH INSTRUMENT RATING		WITHOUT INSTRUMENT RATING			
WITH NIGHT RATING		WITHOUT NIGHT RATING			
WITH INSTRUCTOR RATING		WITHOUT INSTRUCTOR RATING			
DATES OF MEDICAL	FROM		TO		
GENDER	MALE		FEMALE		
PURPOSE OF VALIDATION	PRIVATE FLYING		COMMERCIAL FLYING		
TYPES OF AIRCRAFT FOR WHICH LICENCE IS REQUIRED					
TYPES OF AIRCRAFT	PILOT-IN-COMMAND		CO-PILOT		
NAME AND ADDRESS OF AVIATION TRAINING ORGANISATION					
APPLICANTS POSTAL ADDRESS IN BOTSWANA					
TELEPHONE NUMBER		EMAIL ADDRESS			
SIGNATURE OF APPLICANT	NAME IN BLOCK LETTERS		DATE		
FOR OFFICIAL USE ONLY :					
Details checked by:					
OFFICIAL'S SIGNATURE	NAME IN BLOCK LETTERS		DATE		
AMOUNT PAID	P	RECEIPT NUMBER			

FORM C
(regulation 75 (1))

APPLICATION FOR STUDENT PILOT LICENCE						
SURNAME	NAME					
PASSPORT/ID NUMBER				DATE OF BIRTH		
NATIONALITY				PLACE OF BIRTH		
DATES OF MEDICAL			FROM		TO	
GENDER	MALE		FEMALE			
NAME AND POSTAL ADDRESS OF AVIATION TRAINING ORGANISATION						
PHYSICAL ADDRESS						
APPLICANT'S POSTAL AND RESIDENTIAL ADDRESS IN BOTSWANA						
TELEPHONE NUMBER			EMAIL ADDRESS			
CATEGORY			CLASS			
TYPE						
STAMP SHOWING NAME OF TRAINING ORGANISATION AND ATO NUMBER						
SIGNATURE OF APPLICANT		NAME IN BLOCK LETTERS		DATE		
FOR OFFICIAL USE ONLY :						
Details checked by:						
OFFICIAL'S SIGNATURE		NAME IN BLOCK LETTERS		DATE		
AMOUNT PAID	P	RECEIPT NUMBER				

FORM D
(*regulation 76, 84, 91, 97 and 103*)

PLEASE NOTE

IX.

The holder of this licence is authorised to exercise the privileges of this licence, ratings and certificates as indicated.

This licence is only valid if accompanied by a relevant valid medical certificate and the applicable flight test.

The holder must sign this licence in the space provided immediately on receipt thereof.

Please notify any change of address immediately to Civil Aviation Authority of Botswana.

Please quote your licence number on all correspondence and/or telephonic enquiries.

Date of Issue:
Time of Issue:
Issued By:
Licence No:

PILOT LICENCES

**CIVIL AVIATION AUTHORITY
OF BOTSWANA**

Pilot Pilot
Aeroplane/Helicopter



This licence complies with ICAO standards

Date of Issue:
Time of Issue:
Issued By:
Licence No:

Page 1

- I BOTSWANA
- VIII BOTSWANA CIVIL AVIATION AUTHORITY
- II PILOT LICENCE -
- III Licence Number:
- IV Last Name:
First Names:
- VII Signature of Holder: _____
- VII For the Civil
Aviation Authority _____

Date of Issue:
Time of Issue:
Issued By:
Licence No:

Page 2

- I State of Issue:
- III Licence Number:
- IV Last Name:
First Names:
- XIV Date of Birth:
Place of Birth:
- V Address:
- VI Nationality:
- VIII Issuing Authority:
- XI Stamp and Signature
Of Issuing Authority _____

Date of Issue:
Time of Issue:
Issued By:
Licence No:

Page 3

- II Licence Title, Date of initial issue, Country code
- IX Validity:

Licence Expiry Date:
- XII Radiotelephony privileges.

R/T Licence Type:
Expiry Date:
- XIII Remarks:
- XI Stamp of Issuing Authority:

Date of Issue:
Time of Issue:
Issued By:
Licence No:

Page 4

FORM E
(regulation 81)

APPLICATION FOR STUDENT PILOT LICENCE					
SURNAME		NAME			
PASSPORT/ID NUMBER		DATE OF BIRTH			
		PLACE OF BIRTH			
LICENCE NUMBER		NATIONALITY			
DATES OF MEDICAL		FROM		TO	
GENDER	MALE	FEMALE			
NAME AND ADDRESS OF AVIATION TRAINING ORGANISATION					
POSTAL ADDRESS					
APPLICANTS POSTAL ADDRESS IN BOTSWANA					
TELEPHONE NUMBER		EMAIL ADDRESS			
AEROPLANCE			HELICOPTER		
INITIAL LICENCE	APPLICANT'S EXPERIENCE	INITIAL LICENCE	APPLICANT'S EXPERIENCE		
Applicant must be at least 17 years of age		Applicant must be at least 17 years of age			
40 Hours Total Time		40 Hours Total Time			
Minimum of 5 Hours solo cross country		Minimum of 5 Hours solo cross country			
Minimum of 10 Hours SOLO		Minimum of 10 Hours SOLO			
A certified copy of the summarized applicant's flying logbook must be submitted					
SIGNATURE OF APPLICANT		NAME IN BLOCK LETTERS		DATE	
FOR OFFICIAL USE ONLY :					
Details checked by:					
OFFICIAL'S SIGNATURE		NAME IN BLOCK LETTERS		DATE	
AMOUNT PAID	P	RECEIPT NUMBER			

FORM F
(regulation 88)

APPLICATION FOR COMMERCIAL PILOT LICENCE (A&H)							
SURNAME				NAME			
PASSPORT NUMBER				DATE OF BIRTH			
NATIONALITY				PLACE OF BIRTH			
LICENCE TYPE				DATE OF ISSUE			
DATES OF MEDICAL		FROM			TO		
GENDER	MALE				FEMALE		
NAME AND ADDRESS OF AVIATION TRAINING ORGANISATION							
APPLICANTS POSTAL ADDRESS IN BOTSWANA							
TELEPHONE NUMBER				EMAIL ADDRESS			
AEROPLANCE				HELICOPTER			
INITIAL LICENCE		APPLICANT'S EXPERIENCE		INITIAL LICENCE		APPLICANT'S EXPERIENCE	
Applicant must be at least 17 years of age				Applicant must be at least 17 years of age			
40 Hours Total Time				40 Hours Total Time			
Minimum of 5 Hours solo cross country				Minimum of 5 Hours solo cross country			
Minimum of 10 Hours SOLO				Minimum of 10 Hours SOLO			
A certified copy of the summarized applicant's flying logbook must be submitted							
SIGNATURE OF APPLICANT			NAME IN BLOCK LETTERS			DATE	
FOR OFFICIAL USE ONLY :							
Details checked by:							
OFFICIAL'S SIGNATURE		NAME IN BLOCK LETTERS			DATE		
AMOUNT PAID	P	RECEIPT NUMBER					

FORM G
(*regulation 95*)

APPLICATION FOR MULTI-CREW PILOT LICENCE					
SURNAME		NAME			
PASSPORT NUMBER		DATE OF BIRTH			
NATIONALITY		PLACE OF BIRTH			
LICENCE TYPE		DATE OF ISSUE			
LICENCE NUMBER		EXPIRY DATE			
DATES OF MEDICAL		FROM	TO		
GENDER	MALE	FEMALE			
NAME AND ADDRESS OF AVIATION TRAINING ORGANISATION					
POSTAL ADDRESS					
APPLICANT'S POSTAL ADDRESS IN BOTSWANA					
TELEPHONE NUMBER		EMAIL ADDRESS			
STAMP SHOWING NAME OF RAINING ORGANISATION AND ATO NUMBER					
SIGNATURE OF APPLICANT	NAME IN BLOCK LETTERS		DATE		
FOR OFFICIAL USE ONLY :					
Details checked by:					
OFFICIAL'S SIGNATURE	NAME IN BLOCK LETTERS		DATE		
AMOUNT PAID	P	RECEIPT NUMBER			

FORM H
(*regulation 100*)

APPLICATION FOR INITIAL AIRLINE TRANSPORT PILOT LICENCE (A&H)					
SURNAME		NAME			
PASSPORT NUMBER		DATE OF BIRTH			
NATIONALITY		PLACE OF BIRTH			
LICENCE TYPE		DATE OF ISSUE			
LICENCE NUMBER		EXPIRY DATE			
DATES OF MEDICAL		FROM	TO		
GENDER	MALE	FEMALE			
NAME AND ADDRESS OF AVIATION TRAINING ORGANISATION					
POSTAL ADDRESS					
APPLICANTS POSTAL ADDRESS IN BOTSWANA					
TELEPHONE NUMBER		EMAIL ADDRESS			
STAMP SHOWING NAME OF RAINING ORGANISATION AND ATO NUMBER					
SIGNATURE OF APPLICANT	NAME IN BLOCK LETTERS		DATE		
FOR OFFICIAL USE ONLY :					
Details checked by:					
OFFICIAL'S SIGNATURE	NAME IN BLOCK LETTERS		DATE		
AMOUNT PAID	P	RECEIPT NUMBER			

FORM I
(regulation 114 and 130)

APPLICATION FOR FLIGHT/GROUND INSTRUCTOR RATING					
SURNAME		NAME			
PASSPORT NUMBER		DATE OF BIRTH			
NATIONALITY		PLACE OF BIRTH			
LICENCE TYPE		DATE OF ISSUE			
LICENCE NUMBER		EXPIRY DATE			
DATES OF MEDICAL	FROM	TO			
GENDER	MALE	FEMALE			
NAME AND ADDRESS OF AVIATION TRAINING ORGANISATION					
POSTAL ADDRESS					
APPLICANTS POSTAL ADDRESS IN BOTSWANA					
TELEPHONE NUMBER		EMAIL ADDRESS			
STAMP SHOWING NAME OF RAINING ORGANISATION AND ATO NUMBER					
SIGNATURE OF APPLICANT	NAME IN BLOCK LETTERS		DATE		
FOR OFFICIAL USE ONLY :					
Details checked by:					
OFFICIAL'S SIGNATURE	NAME IN BLOCK LETTERS		DATE		
AMOUNT PAID	P	RECEIPT NUMBER			

FORM J
(regulation 134)

APPLICATION FOR DESIGNATED PILOT EXAMINER CERTIFICATE				
DETAILS OF APPLICANT		Company		
Surname		First Name		
Date of Birth		Nationality		
Postal Address		Phone number		
		Email Address		
Licence Number		Identity/Passport Number		
Have you previously been denied to exercise the DFE privileges?			YES	NO
If YES, please state the reason for denial:				
DETAILS OF COMPANY				
Name of Company				
Physical Address				
Aircraft type(s) on which tests will be conducted				
Have you previously been denied to exercise the DFE privileges?			YES	NO
If YES, please state the reason for denial:				
DETAILS OF COMPANY				
Name of Company				
Physical Address				
Aircraft type(s) on which tests will be conducted				
FLYING EXPERIENCE				
Aeroplane		Helicopter		
Total Hours		Total Hours		
Multi - Engine		Multi - Engine		
Instrument Flying		Instrument Flying		
Total Flying Instruction		Total Flying Instruction		

DECLARATION BY APPLICANT

I, the undersigned, hereby certify that:-

1. I am aware that delegation is at the sole discretion of the Authority, is a privilege and not a right, and may be withdrawn at any stage.
2. I am aware that I will be subjected to annual oversight by the CAAB for the purpose of maintenance of standards and re-designation
3. I am aware that honesty and integrity are essential prerequisites for designation and the maintenance thereof.

CODE OF CONDUCT

I, understand that I am mandated:-

1. To act professionally, with integrity and with honesty;
2. To comply with all Regulations; and
3. To be unbiased and fair in my assessment.

SIGNATURE OF APPLICANT	NAME IN BLOCK LETTERS	DATE
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MADE this 22nd day of January, 2013

NONOFO E. MOLEFHI,
Minister of Transport and Communications.