



OVERSEAS TERRITORIES AVIATION REQUIREMENTS (OTARs)

Part 61

PILOT LICENCES AND RATINGS

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CHECKLIST OF PAGES

	Page no	Issue no	Date
Title page		5	January 2017
Checklist of pages	1	5	January 2017
	2	5	January 2017
Revisions	3	5	January 2017
Contents	4	5	January 2017
	5	5	January 2017
	6	5	January 2017
Subpart A	7	5	January 2017
	8	5	January 2017
	9	5	January 2017
	10	5	January 2017
	11	5	January 2017
	12	5	January 2017
	13	5	January 2017
	14	5	January 2017
	15	5	January 2017
	16	5	January 2017
	17	5	January 2017
	18	5	January 2017
Subpart B	19	5	January 2017
	20	5	January 2017
Subpart C	21	5	January 2017
Subpart D	22	5	January 2017
Subpart E	23	5	January 2017
	24	5	January 2017
Subpart F	25	5	January 2017
	26	5	January 2017
Subpart G	27	5	January 2017
	28	5	January 2017
Subpart H	29	5	January 2017
	30	5	January 2017
Subpart I	31	5	January 2017
	32	5	January 2017
	33	5	January 2017
	34	5	January 2017
	35	5	January 2017
	36	5	January 2017
	37	5	January 2017
	38	5	January 2017
	39	5	January 2017
	40	5	January 2017
	41	5	January 2017
	42	5	January 2017
	43	5	January 2017
Subpart J	44	5	January 2017
	45	5	January 2017
	46	5	January 2017
Subpart K	47	5	January 2017
	48	5	January 2017
	49	5	January 2017
Subpart L	50	5	January 2017
	51	5	January 2017

	52	5	January 2017
	53	5	January 2017
	55	5	January 2017
Subpart M	55	5	January 2017
	56	5	January 2017
Subpart N	57	5	January 2017
Subpart O	58	5	January 2017
Subpart P	59	5	January 2017
	60	5	January 2017
	61	5	January 2017
	62	5	January 2017
Appendix A	63	5	January 2017
	64	5	January 2017
	65	5	January 2017
	66	5	January 2017
Appendix B	67	5	January 2017
	68	5	January 2017
	69	5	January 2017
	70	5	January 2017
	71	5	January 2017

REVISIONS

OTAR Issue	Subject
Issue 1	First issue published for information.
Issue 2	Second issue released for gazetting with minor editorial changes.
Issue 3	Addition of new Subparts N, O and P covering language proficiency, validations and training organisations with consequential changes to Subpart A; further changes to Subpart A concerning medical fitness and expired licences; changing references to Part 141 to Subpart P; addition of 61.38 and Appendices A and B listing items to be covered in licensing proficiency checks; minor editorial changes and renumbering of paragraphs throughout.
Issue 4	Correction to cross-reference in 61.19(b).
Issue 5	Amendments to: <ol style="list-style-type: none"> 1. Para 61.3 – Amendment to definitions: <ol style="list-style-type: none"> a) 'Flight Examiner' - amended for clarification. b) 'Psychoactive Substance' - Deleted due to ICAO definition in place. c) 'Validation' - Deleted due to definition being in OTAR Part 1. 2. Para 61.33 - Clarification of text regarding certification during pregnancy. 3. Para 61.605 - amended to permit OTAAs to set pass marks for written examinations as described in OTAC 61-4 and numbering of subparagraphs corrected to make a logical flow.

Contents

CHECKLIST OF PAGES	1
REVISIONS.....	3
SUBPART A - GENERAL.....	7
61.1 PURPOSE.....	7
61.3 DEFINITIONS	7
61.5 LICENCES AND RATINGS	8
61.7 REQUIREMENT FOR LICENCE AND RATINGS.....	8
61.9 APPLICATION FOR LICENCES, VALIDATIONS AND RATINGS	9
61.11 ISSUE OF LICENCES AND RATINGS	9
61.13 CONVERSION OF LICENCES AND RATINGS	10
61.15 VALIDATION OF LICENCES AND RATINGS	10
61.17 LANGUAGE PROFICIENCY	10
61.19 DURATION OF LICENCE AND RATINGS	10
61.21 FLIGHT TRAINING AND TESTING - GENERAL REQUIREMENTS	11
61.23 STATUS OF FLIGHT EXAMINERS.....	11
61.25 PILOT LOG BOOKS - GENERAL	12
61.27 PILOT LOG BOOKS - CREDITING FLIGHT TIME	13
61.29 PILOT LOG BOOKS – CROSS-CREDITING FLIGHT TIME	14
61.31 PILOT LOG BOOKS - CREDITING GROUND TIME.....	14
61.33 MEDICAL REQUIREMENTS	14
61.35 PSYCHOACTIVE SUBSTANCES	15
61.37 RECENT FLIGHT EXPERIENCE	15
61.38 LICENSING PROFICIENCY CHECK	16
61.39 USE OF LOWER LICENCE OR RATING	16
61.41 EXAMINATION FOR CONTINUED FITNESS OR PROFICIENCY	16
61.43 CONTINUED FITNESS AND COMPETENCE OF LICENCE AND VALIDATION HOLDERS	17
61.45 OFFENCES INVOLVING ALCOHOL OR DRUGS.....	17
61.47 RENEWAL OF AN EXPIRED LICENCE	17
61.49 NOTIFICATION OF CHANGES OF PERSONAL DETAILS	18
SUBPART B - AIRCRAFT TYPE RATINGS.....	19
61.51 APPLICABILITY	19
61.53 ELIGIBILITY REQUIREMENTS.....	19
61.55 ISSUE	19
61.57 PRIVILEGES.....	20
SUBPART C - STUDENT PILOTS	21
61.101 ELIGIBILITY REQUIREMENTS.....	21
SUBPART D1 - PRIVATE PILOT LICENCE (AEROPLANE) (TO BE DEVELOPED)	22
SUBPART D2 - PRIVATE PILOT LICENCE (HELICOPTER) (TO BE DEVELOPED).....	22
SUBPART E - COMMERCIAL PILOT LICENCE (AEROPLANE)	23
61.201 APPLICABILITY	23
61.203 ELIGIBILITY REQUIREMENTS.....	23
61.205 PRIVILEGES AND LIMITATIONS.....	24
61.207 CURRENCY REQUIREMENTS	24
SUBPART F - COMMERCIAL PILOT LICENCE (HELICOPTER)	25
61.251 APPLICABILITY	25
61.253 ELIGIBILITY REQUIREMENTS.....	25
61.255 PRIVILEGES AND LIMITATIONS.....	26
61.257 CURRENCY REQUIREMENTS	26

SUBPART G - AIRLINE TRANSPORT PILOT LICENCE (AEROPLANE)	27
61.301 APPLICABILITY	27
61.303 ELIGIBILITY REQUIREMENTS.....	27
61.305 PRIVILEGES.....	28
61.307 CURRENCY REQUIREMENTS	28
SUBPART H - AIRLINE TRANSPORT PILOT LICENCE (HELICOPTER)	29
61.351 PURPOSE.....	29
61.353 ELIGIBILITY REQUIREMENTS.....	29
61.355 PRIVILEGES.....	30
61.357 CURRENCY REQUIREMENTS	30
SUBPART I - INSTRUCTOR RATINGS	31
61.401 APPLICABILITY	31
61.403 ELIGIBILITY REQUIREMENTS.....	31
61.405 PRIVILEGES AND LIMITATIONS.....	37
61.407 CURRENCY REQUIREMENTS	40
SUBPART J - INSTRUMENT RATINGS (AEROPLANES)	44
61.451 APPLICABILITY	44
61.453 ELIGIBILITY REQUIREMENTS.....	44
61.455 PRIVILEGES AND LIMITATIONS.....	45
61.457 RECENCY REQUIREMENTS.....	45
SUBPART K - INSTRUMENT RATING (HELICOPTER)	47
61.501 APPLICABILITY	47
61.503 ELIGIBILITY REQUIREMENTS.....	47
61.505 PRIVILEGES AND LIMITATIONS.....	48
61.507 RECENCY REQUIREMENTS.....	48
SUBPART L - FLIGHT EXAMINER RATINGS	50
61.551 APPLICABILITY	50
61.553 ELIGIBILITY REQUIREMENTS.....	50
61.555 REQUIREMENTS	50
61.557 PRIVILEGES AND LIMITATIONS.....	51
61.559 CURRENCY REQUIREMENTS	54
SUBPART M - EXAMINATIONS	55
61.601 PURPOSE.....	55
61.603 EXAMINATIONS	55
61.605 ARRANGEMENTS AND VALIDITY	55
61.607 CHEATING OR OTHER UNAUTHORISED CONDUCT.....	55
61.609 FLIGHT TESTS – GENERAL PROCEDURES	56
SUBPART N – LANGUAGE PROFICIENCY	57
61.651 APPLICABILITY	57
61.653 RECENCY REQUIREMENTS.....	57
SUBPART O - VALIDATIONS	58
61.701 APPLICABILITY	58
61.703 ELIGIBILITY REQUIREMENTS.....	58
61.705 PRIVILEGES AND LIMITATIONS.....	58
61.707 CURRENCY REQUIREMENTS	58
SUBPART P – TRAINING ORGANISATION APPROVAL	59
61.751 PURPOSE.....	59
61.753 APPLICATION FOR APPROVAL	59

61.755	ISSUE OF APPROVAL	59
61.757	PRIVILEGES OF APPROVAL	59
61.759	DURATION OF APPROVAL	60
61.761	TRAINING ORGANISATION EXPOSITION	60
61.763	SAFETY MANAGEMENT SYSTEM	61
61.765	PERSONNEL REQUIREMENTS	61
APPENDIX A.....		63
LICENSING PROFICIENCY CHECK ITEMS FOR AEROPLANES		63
APPENDIX B.....		67
LICENSING PROFICIENCY CHECK ITEMS FOR HELICOPTERS		67

Subpart A - General

61.1 Purpose

- (a) This Part details the requirements governing:
 - (1) the issue and validation of pilots licences and ratings; and
 - (2) the addition of type ratings to pilot's licences; and
 - (3) the renewal of pilot's licences and validations; and
 - (4) the privileges and limitations of those licences, ratings and validations.
- (b) These Requirements are published by the Governor to indicate the manner in which he will be satisfied as to the fitness and competence of the person to be issued with and to hold a licence and/or rating.
- (c) These Requirements are not in themselves Law and failure to comply does not constitute an offence but may result in the refusal of an application for the grant of a licence or rating, the grant in terms other than those applied for, or an action to suspend, vary or revoke a licence or rating.
- (d) The obligation to hold a licence is prescribed by the Air Navigation (Overseas Territories) Order ("the Order") and failure to comply with that article is an offence.
- (e) The issue of a licence or rating indicates only that the person is considered competent to exercise the privileges of such a licence or rating. The possession of a licence does not relieve the holder from the responsibility for compliance with the Order and any other legislation in force.
- (f) Other OTAR Parts may impinge upon activities conducted under this Part. In particular, Part 1 contains definitions which apply, unless otherwise stated, to all Parts. A full list of OTAR Parts, a description of the legislative structure and the place of OTARs and OTACs within it can be viewed on the ASSI website www.airsafety.aero.
- (g) References to the Governor in this OTAR Part mean the regulator designated by the Governor of the Territory to exercise his functions under the Order.

61.3 Definitions

Terms listed in OTAR Part 1 (Definitions, Abbreviations and Units of Measurement), shall have the meanings given in that Part, except that in the context of this OTAR Part:

Appropriate, in respect of a licence or rating, means applicable to the same category of aircraft;

Category, in respect of an aircraft, means the classification of an aircraft as an aeroplane, balloon, glider, hang glider, helicopter, microlight, or parachute;

Flight examiner means the holder of a flight examiner rating issued under OTAR Part 61 or the holder of a Flight Examiner Authorisation;

Multi-pilot aircraft means an aircraft other than a single-pilot aircraft;

Single-pilot aircraft means an aircraft that is authorised by its aircraft flight manual to be operated with a minimum crew of one pilot for that flight.

61.5 Licences and ratings

The following licences and ratings are issued or validated under this OTAR Part:

- (a) Private pilot licence (Aeroplane);
- (b) Private pilot licence (Helicopter);
- (c) Commercial pilot licences (Aeroplane);
- (d) Commercial pilot licences (Helicopter)
- (e) Airline transport pilot licence (Aeroplane);
- (f) Airline transport pilot licence (Helicopter);
- (g) Aircraft type ratings;
- (h) Instrument rating (Aeroplane);
- (i) Instrument rating (helicopter);
- (j) Flight instructor ratings (Aeroplane);
- (k) Flight instructor ratings (Helicopter);
- (l) Unrestricted and limited flight examiner ratings.

61.7 Requirement for licence and ratings

- (a) **Pilot licence:** Except in the case of a student pilot as defined in Subpart C, the pilot of an aircraft registered in a Territory shall hold an appropriate current pilot licence:
 - (1) issued under this OTAR Part; or
 - (2) validated by the Governor under this OTAR Part.
- (b) **Aircraft type rating:** The pilot of an aircraft registered in a Territory shall hold a current type rating for that aircraft:
 - (1) issued under this OTAR Part; or
 - (2) attached to a licence recognised under paragraph 61.7(a).

- (c) **Instrument rating:** The pilot of an aircraft registered in a Territory operating under IFR, shall hold:
 - (1) an appropriate current instrument rating issued under this OTAR Part; or
 - (2) an appropriate current instrument rating attached to a licence validated under paragraph 61.7(a).
- (d) **Flight instructor rating:** Each person exercising the privileges of a flight instructor shall hold an appropriate current flight instructor rating issued under this Part.
- (e) **Flight examiner rating:** Each person exercising the privileges of a flight examiner shall hold an appropriate current flight examiner rating issued under this Part.

61.9 Application for licences, validations and ratings

- (a) An applicant for:
 - (1) the issue, renewal or validation of a pilot licence or rating, or
 - (2) the issue of an additional ratingshall apply to the Governor in the manner prescribed.
- (b) The application required under paragraph 61.9(a) includes the full name and address of the applicant and:
 - (1) such other particulars relating to the applicant that may be required by the Governor and indicated on the application form which shall be submitted to that Governor with payment of any prescribed fee; and
 - (2) evidence of experience relevant to the application in a format and to the extent required by the Governor; and
 - (3) evidence of training required for the issue of the licence or rating.
- (c) An applicant for the validation of a current licence issued by or under the requirements of a foreign contracting State to the ICAO Convention shall, in addition to the requirements of paragraphs 61.9(a) and 61.9(b) produce evidence of holding that licence to the satisfaction of the Governor.

61.11 Issue of licences and ratings

- (a) An applicant may be issued with a licence or rating under this Part if the Governor is satisfied that:
 - (1) the applicant is a fit and proper person; and
 - (2) the applicant meets the eligibility requirements in the appropriate Subpart for the licence or rating; and

- (3) the issue of the certificate or licence is not contrary to the interests of aviation safety.
- (b) Subject to application and payment of any charge required, the Governor may issue a replacement licence if he is satisfied that the document has been lost or stolen.

61.13 Conversion of licences and ratings

An applicant for the conversion of a licence or rating on the basis of holding a current licence or rating issued by a foreign contracting State to the Convention acceptable to the Governor is eligible for conversion of that licence or rating if the Governor is satisfied that the applicant fulfils all the requirements of paragraph 61.11 and those Subparts of Part 61 deemed relevant by the Governor.

61.15 Validation of licences and ratings

An applicant for the validation of a licence or rating on the basis of holding a current licence or rating issued by a foreign contracting State to the Convention acceptable to the Governor is eligible for validation of that licence or rating if the Governor is satisfied that the applicant fulfils all the requirements of Subpart O.

61.17 Language proficiency

The holder of a licence issued under this OTAR Part, required to use the radiotelephone, shall not exercise the privileges of the licence or rating unless the licence includes an English language proficiency endorsement in accordance with Subpart N. The endorsement shall indicate the language, the proficiency level and, where applicable, the validity date.

61.19 Duration of licence and ratings

- (a) A licence issued under this OTAR Part shall be valid for a period not exceeding 10 years unless suspended, varied or revoked.
- (b) Subject to paragraph 61.19(c), the holder of a licence or validation issued under this Part shall not act as pilot-in-command or co-pilot of an aircraft engaged in commercial air transport operations if the licence holder has attained his 60th birthday unless:
 - (1) the aircraft is certificated for dual pilot operation or is equipped with dual controls; and
 - (2) the flight crew of that aircraft includes an appropriately licensed person acting as a pilot who has not attained age 60.
- (c) The holder of a licence or validation issued under this OTAR Part shall not act as pilot-in-command or co-pilot of an aircraft engaged in commercial air transport operations if the licence holder has attained his 65th birthday.

- (d) A validation of a licence or rating may be issued for a period determined by the Governor but not greater than 5 years and subject to the validated licence remaining current.
- (e) The holder of a licence or rating issued or validated under this Part that has been suspended, revoked or varied shall forthwith forward the licence or certificate of validation, as applicable, to the Governor.

61.21 Flight training and testing - general requirements

- (a) An applicant for a licence or rating issued under this Part shall provide an appropriate aircraft for the purpose of undertaking the required flight test and shall provide adequate and private facilities for briefing before and after the flight test.
- (b) Any dual flight instruction or flight testing shall be carried out in an aircraft approved for flight training and testing equipped with:
 - (1) fully functioning dual flight controls; and
 - (2) those instruments essential to the manoeuvres planned to be demonstrated during the flight visible to both pilots without excessive parallax error.
- (c) A pilot shall not accumulate instrument flight experience in IMC toward the required instrument flight time for the issue or recent experience requirements of an instrument rating, unless:
 - (1) the aircraft is approved for IFR flight; and
 - (2) fully functioning dual flight controls are installed in the aircraft when 2 pilots are required to be carried; and
 - (3) that pilot is:
 - (i) the holder of a current instrument rating for the appropriate aircraft category; or
 - (ii) undergoing instrument flight instruction or test under a pilot-in-command who holds an appropriate current instructor rating and a current instrument rating for the appropriate aircraft category.
- (d) The Governor may approve the use of an approved synthetic flight training device for performing any manoeuvre required during the demonstration of skill for the issue of a licence or rating, ensuring that the approved synthetic flight training device used is appropriate to the task.

61.23 Status of flight examiners

- (a) Subject to paragraph (b), a flight examiner shall not be designated as pilot-in-command of an aircraft during a flight test.
- (b) A flight examiner shall be pilot-in-command under the following circumstances:

- (1) during a flight test for the initial issue of an instrument rating; or
- (2) during a flight test for an aircraft type rating; or
- (3) when the flight examiner considers this to be necessary in the interests of safety.

61.25 Pilot log books - general

- (a) Every pilot shall maintain a record in ink of their flight time and instrument time in an approved pilot's log book in accordance with the provisions of paragraphs 61.25, 61.27, and 61.29. Flight time entered in a pilot's log book that has been lost or destroyed shall only be accepted by the Governor for crediting purposes if it can be substantiated by means acceptable to the Governor.
- (b) Details of flights flown for commercial operations may be recorded in an acceptable computerised format maintained by the operator. In this case an operator shall make the records of all flights operated by the pilot, including differences and familiarisation training, available on request to the flight crew member concerned.
- (c) Entries in pilots' log books shall be made within the following periods after the completion of the flight to be recorded:
 - (1) for operations not for hire or reward, flight training, domestic air operations, and special operations - 7 days;
 - (2) for international air transport operations and aerial work operations (other than flight training operations) - 14 days.

However if a pilot is engaged in flying away from base where the log book would normally be expected to be kept, the specified periods may be extended to 48 hours after return to base.

- (d) The licence holder shall keep the log book for at least 36 months from the date of the last flight time entry recorded in it.
- (e) Before a pilot submits his or her pilot's log book to the Governor for any required inspection, the pilot shall:
 - (1) on each page, total each column of entries; and
 - (2) in the spaces provided, enter his or her total flight experience; and
 - (3) below the last entry, certify the correctness of the entries; and
 - (4) sign the certification.

61.27 Pilot log books - crediting flight time

- (a) The holder of a current pilot licence, when acting as co-pilot of an aircraft required to be operated with a co-pilot, shall be entitled to be credited with not more than 50% of the flight time towards the total flight time required for a higher grade of pilot licence.
- (b) The holder of a pilot licence, when acting as co-pilot performing under the supervision of the pilot-in-command the functions and duties of a pilot-in-command, shall be entitled to be credited in full with this flight time towards the total flight time required for a higher grade of pilot licence, subject to certification by the pilot-in-command.
- (c) Subject to paragraph 61.21(c), a pilot manipulating the flight controls of an aircraft, under actual or simulated instrument flight conditions solely by reference to instruments and without external reference points, is entitled to be credited with the instrument flight time thus acquired toward the total instrument flight time experience required for:
 - (1) a higher grade of licence; or
 - (2) an instrument rating; or
 - (3) the recent experience requirement of an instrument rating already held.
- (d) A pilot-in-command, when supervising a co-pilot manipulating the flight controls of an aircraft under actual (but not simulated) instrument flight conditions, is entitled to be credited with the instrument flight time thus acquired towards the total instrument flight experience required as recent experience to maintain the currency of his or her instrument rating.
- (e) A flight instructor, when supervising a pilot manipulating the flight controls of an aircraft under actual or simulated instrument flight conditions, is entitled to be credited with the instrument flight time thus acquired towards maintaining the currency of his or her instrument rating. This credit shall not exceed 3 hours in any three-month period.
- (f) A flight examiner is entitled to be credited with flight time during which he or she is carrying out a flight test. This shall be recorded as being in the capacity of Flight Examiner and shall be deemed to be pilot-in-command time.
- (g) Flight time during which:
 - (1) a pilot is receiving dual instruction shall be logged as dual flight time and shall include a record of the air exercises undertaken;
 - (2) a pilot is receiving command practice under the supervision of a pilot-in-command designated by the operator to give command supervision shall be logged as command practice;
 - (3) a pilot is gaining instrument flight experience under actual or simulated instrument flight conditions shall be logged as instrument flight time.
- (h) A person acting as pilot of an aircraft while not complying with any requirement of this Part applicable to that pilot, shall not credit that flight time for any purpose.

61.29 Pilot log books – cross-crediting flight time

Where a pilot produces acceptable evidence of piloting experience in aircraft other than of the category for licence issue, half the P1 time experienced within the preceding 12 months may be credited towards the total flight experience required but not towards the specific flight experience requirement.

	Aeroplane	Helicopter	Glider/Powered Glider	3-axis Microlight	Maximum for All categories
CPL/A Issue	N/A	60 hrs	25 hrs	20 hrs	60 hrs
CPL/H Issue	50 hrs or 70 hrs*	N/A	15 hrs	N/A	70 hrs
ATPL/A Issue	N/A	60 hrs	25 hrs	N/A	60 hrs
ATPL/H Issue	60 hrs	N/A	25 hrs	N/A	60 hrs

* 70 hours if pilot-in-command time is aerial work or air transport operations.

61.31 Pilot log books - crediting ground time

An applicant for the issue of a licence or rating, or renewal of a rating, is entitled to be credited with the instrument ground time during which he or she is under the supervision of an appropriately qualified instructor in an approved synthetic flight training device, provided the instructor certifies the time in the pilot's log book.

61.33 Medical requirements

- (a) The holder of a pilot licence issued under this OTAR Part shall not exercise the privileges of that licence unless that person:
- (1) holds a current medical certificate of the appropriate Class issued under Part 67; and
 - (2) complies with all medical endorsements on that medical certificate.
- (b) The holder of a pilot licence issued under this OTAR Part who is aware of:
- (1) having any significant personal injury involving incapacity to function as a member of a flight crew; or
 - (2) having any illness involving incapacity to function as a member of a flight crew throughout a period of 21 days or more; or
 - (3) being pregnant

shall inform the Governor as soon as possible in the case of injury or pregnancy, and as soon as the period of 21 days has elapsed in the case of illness. The medical certificate is suspended when the injury occurs, the pregnancy is confirmed or 21 days of illness has elapsed, regardless of when the Governor is informed. The medical certificate may be reinstated by the

Governor subject to the certificate holder being examined and pronounced fit by an authorised aviation medical examiner Reinstatement of a medical certificate may be subject to any limitations or restrictions notified by the Governor.

- (c) The holder of a pilot licence issued under this OTAR Part shall not exercise the privileges of that licence until assessed fit again by an authorised aviation medical assessor after, in the case of pregnancy, the end of the 12th week of gestation and then only until the end of the 26th week of gestation or after delivery or termination.
- (d) The holder of a pilot licence issued under this OTAR Part shall, on demand by an authorised person:
 - (1) produce, within 7 days, a current medical certificate of the appropriate class issued under OTAR Part 67; and
 - (2) surrender the current medical certificate to that person.

61.35 Psychoactive substances

The holder of a licence or rating issued under this OTAR Part shall not exercise the privileges of that licence, rating or certificate while under the influence of any psychoactive substance, including prescribed or proprietary medication, which might: render that person unable safely and properly to exercise those privileges, or create a risk of harm to that person or to any other person.

61.37 Recent flight experience

- (a) **Airline transport pilot.** The holder of an airline transport pilot licence shall not act as pilot-in-command of an aircraft unless:
 - (1) within the immediately preceding 90 days that person has carried out, as pilot-in-command of an aircraft of the same type not less than 3 take-offs and 3 landings; or
 - (2) that person has satisfactorily demonstrated, to a flight examiner, continued proficiency in an aircraft of the same type.

Except that one of the landings required by paragraph 61.33(a)(1) may be a monitored landing using the automatic landing facility of the autopilot.

- (b) **Commercial pilot - day flight.** The holder of a commercial pilot licence shall not act as pilot-in-command of an aircraft on an air operation by day, and the holder of a commercial pilot licence shall not act as pilot-in-command of an aircraft by day, unless:
 - (1) subject to paragraph 61.37(f), within the immediately preceding 90 days, that person has carried out as pilot-in-command of an aircraft of the same type, not less than 3 take-offs and 3 landings by day; or
 - (2) that person has satisfactorily demonstrated, to a flight examiner, continued proficiency by day in an aircraft of the same type.

- (c) **Commercial pilot - night flight.** The holder of a commercial pilot licence shall not act as pilot-in-command of an aircraft on an air operation at night, and the holder of a commercial pilot licence shall not act as pilot-in-command of an aircraft at night, unless:
- (1) subject to paragraph 61.37(f), within the immediately preceding 90 days, that person has carried out as pilot-in-command of an aircraft of the same type, not less than 3 take-offs and 3 landings by night; or
 - (2) that person has satisfactorily demonstrated, to a flight examiner, continued proficiency by night in an aircraft of the same type.
- Except that if compliance with paragraph 61.37(b) can be shown, the experience by night need not be in an aircraft of the same type.
- (d) To comply with paragraphs 61.37(a)(1), 61.37(b)(1) and 61.37(c)(1), a helicopter pilot shall fly translation circuits between lift-offs and landings.
- (e) For the purposes of accumulating the 3 take-offs and 3 landings required in paragraphs 61.37(b)(1) and 61.37(c)(1), the holder of a current Category A flight instructor rating may count take-offs and landings whether by day or by night.
- (f) Where the privileges of a licence issued under this OTAR Part have not been exercised for 5 years or more, the licence holder shall pass an approved air law examination and pass an appropriate issue flight test before the privileges of that licence may be exercised again.

61.38 Licensing Proficiency Check

The holder of a licence issued under this OTAR Part shall complete on an annual basis the mandatory Licensing Proficiency Check items as detailed in Appendix A (Aeroplanes) or Appendix B (Helicopters) as appropriate.

61.39 Use of lower licence or rating

The holder of a licence issued under this OTAR Part who does not meet the currency requirements of paragraph 61.37 for that licence, but who meets those requirements for a lower licence, may exercise the privileges of that lower licence.

61.41 Examination for continued fitness or proficiency

- (a) The holder of a licence or rating issued under this OTAR Part shall, when required by the Governor and within such period as the Governor may determine, undergo a medical or other examination or test to demonstrate his or her continued fitness or proficiency in the capacity for which the licence or rating is held.
- (b) Any medical or other examination or test required by the Governor under paragraph 61.39(a) shall consist of such part or parts of the medical or other examination or test required by this OTAR Part as the Governor may determine.

- (c) A person who undergoes a medical or other examination or test under paragraph 61.39(a) and who fails to comply with the requirements prescribed for the grant of the licence or rating held, shall not exercise the privileges of that licence or rating.

61.43 Continued fitness and competence of licence and validation holders

- (a) The Governor may vary, suspend or revoke a licence, rating or validation issued under this Part if the Governor has reason to believe that the holder:
 - (1) no longer meets the requirements to hold that licence, rating or validation, or
 - (2) is no longer a fit person to hold that licence, rating or validation.
- (b) Without prejudice to any action under paragraph 61.43(a), the Governor may direct the holder of any licence or rating issued or validated under this OTAR Part to take or retake any examination or test if the Governor considers that action necessary to establish the holder's competence. Following such examination or test the Governor may vary, suspend or revoke the licence, rating or validation.

61.45 Offences involving alcohol or drugs

- (a) A conviction for any offence relating to alcohol or drugs, including a refusal to submit to any lawful test for alcohol or drugs, may be relevant in determining whether a person is or remains fit and proper to hold a licence. Such conviction may result in a refusal to grant a licence, or suspension or revocation of the licence or validation.
- (b) The holder of a licence issued or validated under this OTAR Part or an applicant for a licence or validation under this Part shall notify the Governor forthwith of being convicted of an offence of the type described in paragraph 61.45(a).

61.47 Renewal of an expired licence

- (a) An OTAR flight crew licence will be reissued for a further 10 year period if the applicant holds an OTAR Medical certificate valid for the first day of the issue of the new Licence and:
 - (1) has held for any class or type rating included in the licence a certificate of revalidation the validity of which has not expired by more than 5 years; or
 - (2) holds a current and valid ICAO Annex 1 compliant pilot licence issued by a foreign contracting State to the Convention acceptable to the Governor and is flying an aircraft type, using that licence, which is also included in the applicant's licence.

- (b) An applicant who cannot satisfy the requirements in 61.47(a) shall not have the licence reissued until a valid certificate of revalidation is obtained. An applicant may either renew an existing rating in the licence or, if currently flying under the privileges of an ICAO Annex 1 compliant pilot licence issued by a foreign contracting State to the Convention acceptable to the Governor, transfer a type or class rating from that licence to the Territory- issued licence.

61.49 Notification of changes of personal details

The holder of a licence, rating or validation issued under this OTAR Part shall notify the Governor forthwith of any change to the holder's name or permanent address.

Subpart B - Aircraft Type Ratings

61.51 Applicability

This Subpart details the requirements for the issue of aircraft type ratings and the privileges and limitations of those licences.

61.53 Eligibility requirements

To be eligible for an aircraft type rating, a person shall:

- (a) hold a current pilot licence; and
- (b) if applying for an aircraft type rating for an aircraft exceeding 5,700 kg MTOM or for a multi-engined helicopter:
 - (1) have completed an approved course of technical training on the aircraft for which the type rating is required; and
 - (2) have passed an approved written examination in the normal, abnormal and emergency procedures for the operation of the aircraft's systems and in the aircraft's performance and weight and balance.
- (c) if applying for an aircraft type rating for a single-engined helicopter not exceeding 5,700 kg MTOM, have passed an approved written examination in the normal, abnormal and emergency procedures for the operation of the aircraft's systems and in the aircraft's performance and weight and balance. Except that, for helicopters of not greater than 1,500 kg MTOM, an oral examination is acceptable.
- (d) have conversion instruction flight experience acceptable to the Governor; and
- (e) demonstrate to an appropriately qualified flight instructor a satisfactory technical knowledge of the aircraft type for which the rating is required; and
- (f) demonstrate to an appropriately qualified flight instructor the ability to perform competently all normal, abnormal and emergency manoeuvres appropriate to the aircraft type for which the rating is required.

61.55 Issue

- (a) When the holder of an appropriate flight examiner rating is satisfied that the requirements of paragraph 61.53 for an aircraft type rating have been met, the examiner shall recommend the issue of the type rating to the Governor and enter in the pilot's log book the aircraft type; the name, number of licence and rating and signature of the examiner; and date on which the requirements for the type rating were satisfied with the following statement:

'This is to certify that [name of pilot] has satisfied the requirements of Overseas Territory Aviation Requirements Part 61 for an aircraft type rating for the aircraft type specified below'.

- (b) Upon application to the Governor and payment of any applicable fee, the Governor will endorse the type rating on the pilot's licence.
- (c) A pilot may not exercise the privileges of any aircraft type rating until that rating is endorsed on the relevant licence.
- (d) An aircraft type rating shall include any variant, any alternatively named aircraft, or any other aircraft approved as being so similar to the type rated aircraft as to require no further conversion instruction.

61.57 Privileges

Subject to meeting the applicable requirements of Part 61 Subparts A and B, an aircraft type rating authorises the holder to exercise the privileges of the pilot's licence on:

- (a) the aircraft type to which the rating applies; or
- (b) any variant of that aircraft type that has no significant differences in performance, systems, or procedures where the aircraft is on the register for which the Governor is responsible.

Subpart C - Student Pilots

61.101 Eligibility requirements

To be eligible to act as a student pilot a person shall:

- (a) be at least 16 years of age before the first solo flight; and
- (b) hold a valid Class 1 or Class 2 medical certificate, issued under Part 67, prior to the first solo flight.
- (c) provide evidence of achieving an appropriate level of Language Proficiency in accordance with Subpart N of this OTAR Part.

Subpart D1 - Private Pilot Licence (Aeroplane) (To be developed)

Subpart D2 - Private Pilot Licence (Helicopter) (To be developed)

Subpart E - Commercial Pilot Licence (Aeroplane)

61.201 Applicability

This Subpart details the requirements for the issue of a commercial pilot licence (Aeroplane) and the privileges, limitations and currency requirements of those licences.

61.203 Eligibility requirements

To be eligible for a commercial pilot licence a person shall:

- (a) be at least 18 years of age; and
- (b) hold a current private pilot licence, a higher licence for that aircraft category issued by a foreign contracting State or have attained the requirements of Subpart D; and
- (c) hold a current Class 1 medical certificate issued under OTAR Part 67; and
- (d) provide evidence of achieving an appropriate level of Language Proficiency in accordance with Subpart N of this OTAR Part; and
- (e) have at least 200 hours appropriate experience as a pilot in aeroplanes, or 150 hours if a full course of approved training has been successfully completed. These times are to include the following minimum flight time requirements (a maximum of 10 hours experience as a pilot under instruction in an approved synthetic flight training device, approved by the Governor, is acceptable towards this total flight time):
 - (1) **Pilot-in-command:** 100 hours as pilot-in-command (reduced to 70 hours in the case that a course of approved training has been successfully completed); and
 - (2) **Cross-country navigation:** 20 hours as Pilot-in-command including a flight of at least 540 km (300 nm) in the course of which full-stop landings at two different aerodromes shall be made; and
 - (3) **Instrument Flying:** 10 hours of which a maximum of 5 hours may be instrument ground time in an approved synthetic training device; and
 - (4) **Night Flying:** 5 hours of which a minimum of 3 hours shall be dual instruction, including 1 hour cross-country navigation, and 5 solo take-offs and 5 full-stop landings.
- (f) if the person seeks to exercise commercial pilot privileges by night, have night flight experience acceptable to the Governor; and
- (g) have passed approved written examinations, or approved equivalents acceptable to the Governor, in the following subject areas:
 - (1) Air law; and
 - (2) Flight navigation general; and

- (3) Meteorology; and
 - (4) Principles of flight and aircraft performance (aeroplane); and
 - (5) General aircraft technical knowledge (aeroplane); and
 - (6) Operational procedures; and
 - (7) Radiotelephony; and
 - (8) Human factors.
- (h) demonstrate to a flight examiner general knowledge of and ability to perform competently, those normal and emergency flight manoeuvres applicable to the category of aircraft in which the applicant is being flight tested; and ability to comply with air traffic services practices and procedures.

61.205 Privileges and limitations

- (a) Subject to paragraph 61.205(b) and holding the relevant type ratings, the privileges of the holder of a current CPL(A) are to:
- (1) exercise all the privileges of the holder of a PPL(A); or
 - (2) act as pilot-in-command or co-pilot of any aeroplane engaged in operations other than commercial air transport; or
 - (3) act as pilot-in-command engaged in commercial air transport of any single-pilot aeroplane; or
 - (4) act as co-pilot engaged in commercial air transport.
- (b) The holder of a commercial pilot licence shall not act as pilot-in-command or as co-pilot of an aircraft at night unless an appropriately qualified flight instructor has certified in that holder's log book that the holder has satisfactorily completed the required night flight training.

61.207 Currency requirements

The holder of a commercial pilot licence is required to comply with the requirements of paragraphs 61.33 (Medical requirements) and 61.37 (Recent flight experience) before exercising the privileges of the commercial pilot licence.

Subpart F - Commercial Pilot Licence (Helicopter)

61.251 Applicability

This Subpart details the requirements for the issue of a commercial pilot licence (Helicopter) and the privileges, limitations and currency requirements of those licences.

61.253 Eligibility requirements

To be eligible for a commercial pilot licence (Helicopter) a person shall:

- (a) be at least 18 years of age; and
- (b) hold a current private pilot licence (Helicopter), a higher licence for that aircraft category issued by a foreign contracting State or have attained the requirements of Subpart D; and
- (c) hold a current Class 1 medical certificate issued under OTAR Part 67; and
- (d) provide evidence of achieving an appropriate level of Language Proficiency in accordance with Subpart N of this OTAR Part; and
- (e) have at least 150 hours appropriate experience as a pilot in helicopters, or 100 hours in helicopters if a full course of approved training has been successfully completed. These times are to include the following minimum flight time requirements (a maximum of 10 hours experience as a pilot under instruction in an approved synthetic flight training device, approved by the Governor, is acceptable towards this total flight time):
 - (1) **Pilot-in-command:** 35 hours as pilot-in-command; and
 - (2) **Cross-country navigation:** 10 hours as Pilot-in-command including a flight of at least 185km (100nm) in the course of which full-stop landings at two different aerodromes shall be made; and
 - (3) **Instrument Flying:** 10 hours of which a maximum of 5 hours may be instrument ground time in an approved synthetic training device; and
 - (4) **Night Flying:** 5 hours of which a minimum of 3 hours shall be dual instruction, including 1 hour cross-country navigation, and 5 solo take-offs and 5 landings.
- (f) if the person seeks to exercise commercial pilot privileges by night, have night flight experience acceptable to the Governor; and
- (g) have passed approved written examinations, or equivalents acceptable to the Governor, in the following subject areas:
 - (1) Air law; and
 - (2) Flight navigation general; and
 - (3) Meteorology; and

- (4) Principles of flight and aircraft performance (helicopter); and
 - (5) General aircraft technical knowledge (helicopter); and
 - (6) Radiotelephony; and
 - (7) Operational Procedures; and
 - (8) Human factors.
- (h) demonstrate to a flight examiner general knowledge of and ability to perform competently, those normal and emergency flight manoeuvres applicable to the category of aircraft in which the applicant is being flight tested; and ability to comply with air traffic services practices and procedures.

61.255 Privileges and limitations

- (a) Subject to paragraph 61.255(b) and holding the relevant type ratings, the privileges of the holder of a current CPL(H) are to:
- (1) exercise all the privileges of the holder of a PPL(H); or
 - (2) act as pilot-in-command or co-pilot of any helicopter engaged in operations other than commercial air transport; or
 - (3) act as pilot-in-command engaged in commercial air transport of any single-pilot helicopter; or
 - (4) act as co-pilot engaged in commercial air transport.
- (b) The holder of a commercial pilot licence shall not act as pilot-in-command or as co-pilot of an aircraft at night unless an appropriately qualified flight instructor has certified in that holder's log book that the holder has satisfactorily completed the required night flight training.

61.257 Currency requirements

The holder of a commercial pilot licence is required to comply with the requirements of paragraphs 61.33 (Medical Requirements) and 61.37 (Recent Flight Experience) before exercising the privileges of the commercial pilot licence.

Subpart G - Airline Transport Pilot Licence (Aeroplane)

61.301 Applicability

This Subpart details the requirements for the issue of an Airline Transport Pilot Licence (Aeroplane) and the privileges and currency requirements of those licences.

61.303 Eligibility requirements

To be eligible for an airline transport pilot licence a person shall:

- (a) be at least 21 years of age; and
- (b) hold a current commercial pilot licence (aeroplane) or show evidence of having attained the requirements of Subpart E; and
- (c) hold a current Class 1 medical certificate issued under OTAR Part 67; and
- (d) provide evidence of achieving an appropriate level of Language Proficiency in accordance with Subpart N of this OTAR Part; and
- (e) hold a current instrument rating; or show evidence of having attained the requirements of Subpart J of this OTAR Part; and
- (f) have at least 1,500 hours appropriate experience as a pilot in aeroplanes. This time is to include the following minimum flight time requirements (a maximum of 100 hours experience as a pilot under instruction in an approved synthetic flight training device, approved by the Governor, is acceptable towards this total flight time - including no more than 25 hours in a flight procedure trainer or basic instrument flight trainer):
 - (1) **Pilot-in-command:** 250 hours, either as pilot-in-command or at least 100 hours pilot-in-command with the additional time as co-pilot performing, under the supervision of the pilot-in-command, the duties and functions of a pilot-in-command. The method of supervision employed shall be acceptable to the Governor; and
 - (2) **Cross-country navigation:** 200 hours as pilot-in-command or at least 100 hours pilot-in-command with the additional time as co-pilot performing, under the supervision of the pilot-in-command, the duties and functions of a pilot-in-command. The method of supervision employed shall be acceptable to the Governor; and
 - (3) **Night Flying:** 100 hours of night flying as pilot-in-command or as co-pilot; and
 - (4) **Instrument Flying:** 75 hours of which a maximum of 30 hours may be instrument ground time.

- (g) have passed approved written examinations, or equivalents acceptable to the Governor, relevant to the operation of air transport aircraft, in the following subject areas:
- (1) Air law; and
 - (2) Flight navigation general; and
 - (3) Flight planning; and
 - (4) Meteorology; and
 - (5) Instruments and navigation aids; and
 - (6) Operational procedures; and
 - (7) Radiotelephony; and
 - (8) Human factors; and
 - (9) Advanced aerodynamics, performance, and systems knowledge (aeroplane).
- (h) demonstrate to a flight examiner general knowledge of and ability to perform competently, those normal and emergency flight manoeuvres applicable to the category of aircraft in which the applicant is being flight tested; and ability to comply with air traffic services practices and procedures.

61.305 Privileges

A current airline transport pilot licence authorises the holder to:

- (a) exercise any of the privileges of the commercial pilot licence (Aeroplanes); and
- (b) act as pilot-in-command of an aircraft of the category for which the licence is granted, and for which the pilot holds a type rating, that is required to be operated with a co-pilot, and that is engaged on a commercial air transport operation.

61.307 Currency requirements

The holder of an airline transport pilot licence is required to comply with the requirements of paragraphs 61.33 (Medical requirements) and 61.37 (Recent flight experience) before exercising the privileges of the airline transport pilot licence.

Subpart H - Airline Transport Pilot Licence (Helicopter)

61.351 Purpose

This Subpart details the requirements for the issue of an Airline Transport Pilot Licence (Helicopter) and the privileges and currency requirements of those licences.

61.353 Eligibility requirements

To be eligible for an airline transport pilot licence a person shall:

- (a) be at least 21 years of age; and
- (b) hold a current commercial pilot licence for that aircraft category or show evidence of having attained the requirements of Subpart F of this OTAR Part; and
- (c) hold a current Class 1 medical certificate issued under OTAR Part 67; and
- (d) provide evidence of achieving an appropriate level of Language Proficiency in accordance with Subpart N of this OTAR Part; and
- (e) have at least 1,000 hours appropriate experience as a pilot in helicopters. This time is to include the following minimum flight time requirements (a maximum of 100 hours experience as a pilot under instruction in an approved synthetic flight training device, approved by the Governor, is acceptable towards this total flight time – including no more than 25 hours in a flight procedure trainer or basic instrument flight trainer):
 - (1) **Pilot-in-command:** 250 hours, either as pilot-in-command or at least 100 hours pilot-in-command with the additional time as co-pilot performing, under the supervision of the pilot-in-command, the duties and functions of a pilot-in-command. The method of supervision employed shall be acceptable to the Governor; and
 - (2) **Cross-country navigation:** 200 hours as pilot-in-command or at least 100 hours pilot-in-command with the additional time as co-pilot performing, under the supervision of the pilot-in-command, the duties and functions of a pilot-in-command. The method of supervision employed shall be acceptable to the Governor; and
 - (3) **Night Flying:** 50 hours of night flying as pilot-in-command or as co-pilot; and
 - (4) **Instrument Flying:** 30 hours of which a maximum of 10 hours may be instrument ground time.
- (f) have passed approved written examinations, or approved equivalents, relevant to the operation of air transport aircraft, in the following subject areas:
 - (1) Air law; and
 - (2) Flight navigation general; and
 - (3) Flight planning; and

- (4) Meteorology; and
 - (5) Instruments and navigation aids; and
 - (6) Operational procedures; and
 - (7) Radiotelephony; and
 - (8) Human factors; and
 - (9) Advanced aerodynamics, performance, and systems knowledge (helicopter).
- (g) demonstrate to a flight examiner general knowledge of, and ability to, perform competently those normal and emergency flight manoeuvres applicable to the category of aircraft in which the applicant is being flight tested; and ability to comply with air traffic services practices and procedures.

61.355 Privileges

A current airline transport pilot licence (helicopter) authorises the holder to:

- (1) exercise any of the privileges of the commercial pilot licence (helicopter); and
- (2) act as pilot-in-command of an aircraft of the category for which the licence is granted, and for which the pilot holds a type rating, that is required to be operated with a co-pilot, and that is engaged on a commercial air transport operation.

61.357 Currency requirements

The holder of an airline transport pilot licence is required to comply with the requirements of paragraph 61.33 (Medical Requirements) and 61.37 (Recent Flight Experience) before exercising the privileges of the airline transport pilot licence (helicopter).

Subpart I - Instructor Ratings

61.401 Applicability

This Subpart details the requirements for the issue of flight instructor ratings and the privileges, limitations and currency requirements of those ratings.

61.403 Eligibility requirements

All training under this Subpart shall be acceptable to the Governor:

Flight Instructor (FI) (Aeroplane)

- (a) An applicant for a Flight Instructor Rating shall be at least 18 years of age and shall satisfy the following course pre-entry requirements before commencing a Flight Instructor course (FIC):
- (1) hold a valid aeroplane pilot licence, which includes a valid Single-engine Piston (Land) Class or single-pilot, Single-engine Type Rating; and
 - (2) meet the knowledge requirements for the grant of a Commercial Pilot Licence (Aeroplanes); and
 - (3) have completed at least 200 hours of flight time on aeroplanes of which:
 - (i) A PPL(A) holder shall have at least 150 hours as PIC, or;
 - (ii) A CPL/ATPL(A) holder shall have at least 100 hours as PIC.
- (b) A PPL/CPL/ATPL(A) holder shall have completed:
- (1) at least 30 hours on single-engine piston powered aeroplanes of which at least 5 hours shall be in the six months preceding the pre-entry flight test; and
 - (2) at least 10 hours instrument flight instruction in aeroplanes of which not more than 5 hours may be instrument ground time in a synthetic flight trainer; and
 - (3) at least 20 hours of cross-country flight as PIC of aeroplanes, including a cross-country flight of at least 540 km (300 nm) in the course of which full-stop landings at two aerodromes different from the aerodromes of departure shall be made; and
 - (4) a pass in a specific pre-entry flight test with a qualified FI based upon the proficiency check, within the six months preceding the start of the course. The purpose of the pre-entry flight test will be to assess the ability of the applicant to undertake the FI course.
- (c) An applicant for the FI(A) rating shall have completed an approved course of both flight and theoretical knowledge instruction training at an approved Flight Training Organisation (FTO). The course is intended to train the applicant to give instruction on single-engine aeroplanes up to PPL(A) standard. This shall include the particular requirements specified below and each of these requirements shall be met in full:

- (1) the flight instruction shall comprise at least 30 hours of flight training of which:
 - (i) 25 hours shall be dual instruction; and
 - (ii) 5 hours may be as mutual flying with another FI applicant.
 - (2) 125 hours of theoretical knowledge instruction, to include:
 - (i) 40 hours tuition; and
 - (ii) 78 hours teaching practice; and
 - (iii) 7 hours progress tests.
 - (3) 5 hours of the dual instruction requirement may be conducted in a synthetic flight trainer approved for the purpose by the Governor and the above course can also include the training requirements to allow night instruction.
- (d) An applicant for a FI(A) rating shall demonstrate to an examiner, notified by the Governor for this purpose, the ability to instruct a student pilot to the level required for the issue of a PPL(A), including pre-flight, post-flight and theoretical knowledge instruction. The Skill Test is additional to the flight training course.

Flight Instructor (Helicopter)

- (e) Before commencing a Flight Instructor's Course on helicopters an applicant shall satisfy all of the following course pre-entry requirements:
- (1) hold a valid Pilot Licence that includes a valid type rating on the specific type to be used in the FI Skill Test; and
 - (2) meet the knowledge requirements for the grant of a CPL(H); and
 - (3) have at least 300 hours of flight time on helicopters of which:
 - (i) PPL(H) holder shall have at least 200 hours as PIC; or
 - (ii) CPL(H) or ATPL(H) holder shall have at least 100 hours PIC.
 - (4) PPL(H)/CPL(H)/ATPL(H) holder shall have completed:
 - (i) at least 10 hours instrument flight instruction of which not more than 5 hours may be instrument ground time in a synthetic flight trainer; and
 - (ii) at least 20 hours of cross-country flight as PIC of helicopters; and
 - (iii) a pass in a specific pre-entry flight test with an FI within the six months preceding the start of the course. The pre-entry flight test will assess the ability of the applicant to undertake the course.
- (f) An applicant for the FI(H) rating shall have completed an approved course of both flight and theoretical knowledge instruction training at an approved FTO. The course is intended to train the applicant to give instruction on single-engine helicopters up to PPL(H) standard. This shall include the particular requirements specified below and each of these requirements shall be met in full:

- (1) the flight instruction shall comprise at least 30 hours of flight training of which:
 - (i) 25 hours shall be dual instruction; and
 - (ii) 5 hours may be as mutual flying with another FI applicant.
- (2) 125 hours of theoretical knowledge instruction to include:
 - (i) 40 hours tuition; and
 - (ii) 78 hours teaching practice; and
 - (iii) 7 hours progress tests.
- (3) it should be noted that 5 hours of the dual instruction requirement may be conducted in a synthetic flight trainer approved for the purpose by the Governor. The above course can also include the training requirements to allow night instruction.
- (4) an applicant for a FI(H) rating shall demonstrate to an examiner, notified by the Governor for this purpose, the ability to instruct a student pilot to the level required for the issue of a PPL(H), including pre-flight, post flight and theoretical knowledge instruction. The skill test is additional to the flight training course.

Instrument Rating Instructor (Aeroplane)

- (g) The applicant for an IRI(A) shall:
 - (1) hold a valid IR(A); and
 - (2) have completed at least 800 hours of flight time under IFR of which at least 400 shall be in aeroplanes. Where pilots have recorded flight by sole reference to instruments and not under IFR, then 1 hour sole reference to instruments may be counted as 4 hours flight by IFR; and
 - (3) complete at least 10 hours of flight training in an aeroplane or synthetic flight trainer and 70 hours of theoretical training. All training to be conducted by a FIC Instructor qualified to instruct for the issue of an IRI(A) at a suitably approved FIC FTO; and
 - (4) pass the relevant elements of a FI Skill Test in a single-pilot aeroplane with a suitably qualified Flight Instructor Examiner (Aeroplane) (FIE(A)); and
 - (5) hold a valid Medical Certificate appropriate to the licence held and the privileges being exercised.

Instrument Rating Instructor (Helicopter)

- (h) An applicant for an IRI(H) shall:
 - (1) hold a valid IR(H); and
 - (2) have at least 500 hours of flight time under IFR of which at least 250 hours shall be in helicopters. Where pilots have recorded flight by sole reference to instrument and not under IFR, then 1 hour sole reference to instruments may be counted as 4 hours flight by IFR; and

- (3) have completed at least 10 hours of flight training in a helicopter or synthetic flight trainer and 70 hours of theoretical training. All training to be conducted by a FIC Instructor qualified to instruct for the issue of an IRI(H) at a suitably approved FIC FTO; and
- (4) pass the relevant elements of a FI Skill Test with a suitably qualified FIE(H); and
- (5) hold a valid Medical Certificate appropriate to the licence held and the privileges being exercised.

Class Rating Instructor (CRI)

- (i) An applicant for the issue of a CRI(SPA) rating for single-engine aeroplanes shall have:
 - (1) a valid SEP (Land), SET (Land) Class Rating or a Single-pilot Single-engine Type Rating; and
 - (2) completed at least 300 hours flight time as pilot of aeroplanes; and
 - (3) completed at least 30 hours as PIC on the applicable type or class of aeroplane of which at least 10 hours shall be in the last 12 months. It should be noted that ME SPIC time is not allowable towards this 30 hours requirement; and
 - (4) completed an approved course of at least 3 hours of flight training in a single-engine aeroplane, synthetic flight trainer and 40 hours of theoretical training. All training to be conducted by a FIC Instructor qualified to instruct on the applicable type or class at an approved FIC FTO; and
 - (5) passed the relevant elements of a FI Skill Test in a single-pilot, single-engine aeroplane with a suitably qualified FIE(A).
- (j) An applicant for the issue of a CRI(SPA) rating for multi-engine aeroplanes shall have:
 - (1) a valid Multi-Engine Piston (Land) Class or Single-pilot Multi-Engine Type Rating; and
 - (2) completed at least 500 hours flight time as pilot of aeroplanes; and
 - (3) completed at least 30 hours as PIC on the applicable type or class of aeroplane of which at least 10 hours shall be in the last 12 months; and
 - (4) complete an approved course of at least 5 hours of flight training in a multi-engine aeroplane, synthetic flight trainer and 60 hours of theoretical training. All training to be conducted by a FIC Instructor qualified to instruct on the applicable type or class at an approved FIC FTO; and
 - (5) pass the relevant elements of a FI Skill Test in a single-pilot, multi-engine aeroplane with a suitably qualified FIE(A).

- (k) It should be noted that before the privileges of the rating are extended to another type or class of aeroplane, the holder shall within the past 12 months have completed at least 10 hours flight time in aeroplanes of the applicable type or class.
- (l) An applicant for a CRI(A) shall hold a valid Medical Certificate appropriate to the licence held and the privileges being exercised.

Type Rating Instructor (TRI) (Aeroplane)

- (m) An applicant for the initial issue of a TRI(MPA) rating shall have:
 - (1) successfully completed an approved TRI(MPA) course at an approved FTO or TRTO; and
 - (2) completed at least 1,500 hours flight time as a pilot of multi-pilot aeroplanes; and
 - (3) completed, within the 12 months preceding the application for the rating, at least 30 route sectors to include take-offs and landings as PIC or P2 on the applicable aeroplane type or a similar type as agreed by the Governor. Not more than 15 sectors may be completed in a flight simulator; and
 - (4) conducted, on a complete type rating course, at least 3 hours of flight instruction related to the duties of a TRI(MPA) on the applicable type of aeroplane under the supervision and to the satisfaction of a TRI(MPA) authorised by the Governor for this purpose; and
 - (5) shall hold a valid Medical Certificate appropriate to the licence held and the privileges being exercised.
- (n) Before the privileges of a TRI(MPA) rating are extended to further MPA types, the holder shall have:
 - (1) a valid type rating on the specific type of aeroplane; and
 - (2) completed, within the 12 months preceding the application for the rating, at least 15 route sectors to include take-offs and landings as PIC or P2 on the applicable aeroplane type or a similar type as agreed by the Governor. Not more than 7 sectors may be completed in a synthetic flight trainer; and
 - (3) successfully completed the relevant technical training content of an approved TRI(MPA) course at an approved FTO or TRTO; and
 - (4) conducted in a complete type rating course at least 3 hours of flight instruction related to the duties of a TRI(MPA) on the applicable type of aeroplane and/or flight simulator under the supervision and to the satisfaction of a TRI(MPA) authorised by the Governor for the purpose.

Type Rating Instructor (Helicopter)

- (o) An applicant for the initial issue of a TRI(H) rating for Single-pilot, Single and Multi-Engine shall:
- (1) hold a valid Type Rating on the type on which instruction will be given; and
 - (2) have at least 500 hours flight time as pilot of helicopters; and
 - (3) completed, within the 12 months preceding the application, at least 30 hours flight time, to include 10 take-offs and landings as either PIC or P2 on the applicable type, of which not more than 15 hours may be completed in a synthetic flight trainer; and
 - (4) successfully complete a TRI(H) course of at least 3 hours of flight instruction related to the duties of a TRI(H) on the applicable type of helicopter or flight simulator under the supervision and to the satisfaction of a TRI(H) authorised by the Governor for this purpose; and
 - (5) shall hold a valid Medical Certificate appropriate to the licence held and the privileges being exercised.
- (p) An applicant for the initial issue of a TRI(H) rating for Multi-Pilot, Single or Multi-Engine shall:
- (1) hold a valid Multi-Pilot Type Rating on the type on which instruction will be given; and
 - (2) have at least 1,000 hours flight time as pilot of helicopters of which at least 350 hours as pilot of multi-pilot helicopters; and
 - (3) completed, within the 12 months preceding the application, at least 30 hours flight time to include 10 take-offs and landings as either PIC or P2 on the applicable type, of which not more than 15 hours may be completed in a synthetic flight trainer; and
 - (4) successfully complete a TRI course of at least 3 hours of flight instruction related to the duties of a TRI(H) on the applicable type of helicopter or flight simulator under the supervision and to the satisfaction of a TRI(H) authorised by the Governor for this purpose; and
 - (5) shall hold a valid Medical Certificate appropriate to the licence held and the privileges being exercised.
- (q) Before TRI(H) privileges are extended to further types of helicopter, the holder shall have:
- (1) a valid type rating on the specific type of helicopter; and
 - (2) completed, within 12 months preceding the application, at least 15 hours flight time, to include 10 take-offs and landings as PIC or P2 on a similar class of helicopter type, i.e. single-engine, single-pilot etc. Not more than 7 hours may be completed in a flight simulator; and
 - (3) successfully completed the relevant technical training content of an approved TRI course; and

- (4) successfully completed a TRI(H) course of at least 3 hours of flight instruction related to the duties of a TRI(H) on the applicable type of helicopter or flight simulator under the supervision, and to the satisfaction of, a TRI(H) authorised by the Governor for this purpose.

61.405 Privileges and limitations

- (a) The FI(A) and FI(H) ratings are issued in two forms, FI and restricted FI(R).
- (b) The FI rating does not confer privileges for night, applied instrument, aerobatic or multi-engine instruction without additional training and the formal removal of a limitation imposed when the rating is issued. A flight instructor may add the privileges of the IRI and CRI to the basic FI rating without need for an additional instructor rating, provided additional training and authorisation is completed. The IRI and CRI ratings may be regarded as standalone ratings for instructors without basic FI privileges. Flight Instructor (Restricted) and Flight Instructor (FI) Ratings are issued for all classes of single-pilot aeroplanes or helicopters.
- (c) In order to receive payment for flight instruction, an instructor shall hold a valid professional pilot's licence and a valid Class 1 medical certificate. Instructors who hold a valid private pilot licence and a valid Class 2 medical certificate are entitled to instruct but cannot receive payment for this service.
- (d) Holders of an IRI(A) rating are limited to instructing licence holders for the issue of an Instrument Rating (IR(A)).
- (e) Holders of an IRI(H) rating are limited to instructing licence holders for the issue, revalidation and renewal of an Instrument Rating (IR(H)).
- (f) The holder of a CRI(SPA) rating can instruct licence holders for the issue of a type or class rating for single-pilot aeroplanes. The holder may instruct on single-pilot single-engine or multi-engine aeroplanes, subject to being appropriately qualified.
- (g) The holder of a TRI(MPA)/(MPH) rating can instruct licence holders for the issue of a MPA/MPH type rating and give instruction required for multi-crew co-operation.
- (h) The holder of a FI(A) will be restricted to the following, carried out under the supervision of FI(A) authorised for the purpose:
 - (1) flight instruction for the issue of the PPL(A) or those parts of a CPL or ATPL(A) integrated course at PPL(A) level excluding approval of first solo flights by day or by night and first solo navigation flights by day or by night; or
 - (2) flight instruction for the issue of Class and Type ratings for single-engine aeroplanes; or
 - (3) night flying instruction, provided a night qualification or rating is held (if applicable), the ability to instruct at night has been demonstrated to a FI(A) authorised to conduct FI(A) training and the night currency requirement is satisfied.

- (i) The “Supervisory” FI Restriction can be removed on the recommendation of the supervising FI(A) once the applicant has at least 100 hours flight instruction and, in addition, has supervised at least 25 student solo flights. It should be noted that supervision of a student’s PPL(A) qualifying cross country flight is counted as one flight only. Approval of first solo flights by day or night and first solo navigation flights by day or night are excluded.
- (j) For the “No Night Instruction” Restriction to be removed, the applicant shall:
 - (1) hold either a Night Qualification or Night Rating (Aeroplanes) and be in current flying practice; and
 - (2) complete at least 1 hour of flight training at night and 2 hours of theoretical training; and
 - (3) confirm that all training has been conducted by an FIC Instructor at an approved FIC Flight Training Organisation (FTO); and
 - (4) obtain a recommendation from the FIC Instructor for the removal of the restriction.
- (k) For the “No Applied Instrument Instruction” restriction to be removed, the applicant shall:
 - (1) hold a valid single-pilot, Instrument Rating (IR(A)); and
 - (2) hold a valid FI(A) with “Supervisory” Restriction removed; and
 - (3) have flown at least 200 hours flight time in accordance with Instrument Flight Rules (IFR), of which up to 50 hours may be instrument ground time in an approved synthetic flight trainer (where pilots have recorded flight by sole reference to instruments and not under IFR then 1 hour of flight by sole reference to instruments may be counted as 4 hours flight by IFR); and
 - (4) have completed at least 5 hours dual flight training on instruments in an aeroplane, synthetic flight trainer and 35 hours of theoretical training (all training to be conducted by FIC Instructor qualified to conduct instrument training at an approved FIC FTO); and
 - (5) have passed the relevant elements of a FI Skill Test in a single-pilot, single-engine aeroplane with a suitable qualified FIE(A).
- (l) For the “No Aerobatics Instruction” restriction to be removed, the applicant shall:
 - (1) hold a valid FI(A) rating; and
 - (2) complete training specified in paragraph 61.405(l)(3) at an approved FIC FTO under an FIC Instructor qualified to conduct aerobatics training; and
 - (3) training shall consist of at least 5 hours of aerobatics flight training and 8 hours of theoretical training in accordance with a recognised syllabus; and

- (4) obtain a recommendation from a FIC Instructor for the removal of the restriction.
- (m) For the addition of Single-pilot Multi-Engine Privileges to be added to an FI(A) rating, an applicant shall:
- (1) hold a valid single-pilot Multi-Engine Piston (Land) Class or single-pilot Multi-Engine Type Rating; and
 - (2) hold a valid FI(A) with Supervisory Restriction removed; and
 - (3) have flown at least 500 hours flight time as a pilot of aeroplanes; and
 - (4) have flown at least 30 hours as Pilot in Command (PIC) on the applicable type or class of aeroplane, 10 hours of which shall have been in the 12 months preceding the application. (It should be noted that ME SPIC time is not allowable towards this 30 hours requirement); and
 - (5) complete at least 5 hours of flight training in a multi-engine aeroplane, flight simulator or FNPT 2 and 25 hours of theoretical training. Confirm that all training has been conducted by a FIC Instructor qualified to instruct on the applicable type or class at an approved FIC FTO; and
 - (6) pass the relevant elements of a FI Skill Test in a single-pilot, multi-engine aeroplane with a suitable qualified FIE(A); and
- (n) The holder of a FI(H) will be restricted to the following carried out under the supervision of a FI(H) authorised for the purpose:
- (1) Flight instruction for the issue of a PPL(H) or those parts of a CPL(H) or ATPL(H) integrated course at PPL(H) level and type ratings for single-pilot, single-engine helicopters, excluding approval of first solo flight by day or by night and first solo navigation flight by day or by night; and
 - (2) Night flying instruction, provided a helicopter night qualification or rating is held (as applicable), the ability to instruct at night has been demonstrated to a FI(H); and
 - (3) Addition of other single-pilot, single-engine helicopter type to FI(H) may be added to the rating providing that the FI(H) has completed not less than 15 flight hours on that specific type in the preceding 12 months.
- (o) The “Supervisory” Restriction can be removed on the recommendation of the supervising FI(H) once the applicant has at least 100 hours flight instruction and, in addition, has supervised at least 25 student solo flights. It should be noted that supervision of a students PPL(H) qualifying cross country flight is counted as one flight only. Approval of first solo flights by day or night and first solo navigation flights by day or night are excluded.
- (p) For the “No Night Instruction” Restriction to be removed, the applicant shall:
- (1) hold either a Night Qualification or Night Rating (Helicopter) and be in current flying practice; and
 - (2) complete at least 1 hour of flight training at night and 2 hours of theoretical training; and

- (3) confirm that all training has been conducted by a FIC Instructor at an approved FIC FTO; and
 - (4) obtain recommendation from the FIC Instructor for the removal of the restriction.
- (q) Provided that in the preceding 12 months the TRI(H) has completed not less than 15 hours of type rating instruction (which may include skill testing/proficiency checking) on helicopters, the privileges of the holder of a TRI(H) rating, are to instruct licence holders for the issue of a type rating, and the instruction required for multi-crew co-operation as applicable.

61.407 Currency requirements

- (a) All instructor ratings are valid for three years from the date of passing the relevant Skill Test.
- (b) For the holder of a FI(A) to revalidate the rating they shall complete two of the following requirements:
 - (1) complete at least 100 hours of flight instruction on aeroplanes as FI, CRI, IRI or as Examiner during the period of validity of the rating. To include at least 30 hours of flight instruction within the 12 months preceding the expiry date of the FI rating, 10 hours of this shall be instruction for an IR if the privileges to instruct for an IR are to be revalidated; or
 - (2) attend a FI refresher seminar approved by the Governor within the validity period of the FI rating; or
 - (3) pass a FI proficiency check within the 12 months preceding the expiry of the FI rating; or
- (c) For at least each alternate revalidation of a FI(A) rating the holder shall pass a proficiency check.
- (d) For the holder of a FI(A) to renew the rating they shall complete items 61.407(b)(2) & 61.407(b)(3) as for revalidation requirements above within the last 12 months before renewal. For a FI(A) rating that has lapsed by more than 5 years there is also a requirement to pass the CPL(A) theoretical knowledge examinations. For a FI(A) expired by less than 5 years the Examiner will sign a Certificate of Revalidation following the proficiency check. For a rating that has expired by more than 5 years application should be made to the Governor.
- (e) For the holder of a FI(H) to revalidate their rating they shall complete two of the following requirements:
 - (1) complete at least 100 hours of flight instruction in helicopters as FI, IRI or as Examiner during the period of validity of the rating. To include at least 30 hours of flight instruction (which may include skill testing/proficiency checking) within the 12 months preceding expiry of the FI(H) rating; or
 - (2) attend a FI(H) refresher seminar as approved by the Governor within the validity period of the FI Rating; or

- (3) pass a FI proficiency check within the 12 months preceding expiry of the rating.
- (f) For the holder of an IRI(A) to revalidate the rating they shall complete two of the following requirements:
- (1) complete at least 100 hours of flight instruction on aeroplanes as FI, CRI, IRI or as Examiner during the period of validity of the rating. To include at least 30 of flight instruction within the 12 months preceding the expiry date of the IRI(A) rating, 10 hours of this shall be instruction for an IR if the privileges to instruct for an IR are to be revalidated; or
 - (2) attend a FI refresher seminar approved by the Governor within the validity period of the IRI(A) rating; or
 - (3) pass a FI proficiency check within the 12 months preceding the expiry of the IRI(A) rating.
- (g) For the holder of an IRI(A) to renew the rating they shall complete items 61.407(f)(2) & 61.407(f)(3) within the last 12 months before renewal. For an IRI(A) rating, expired by less than 5 years, the Examiner will sign a Certificate of Revalidation following the proficiency check. For a rating that has expired by more than 5 years application should be made to the Governor.
- (h) For the holder of an IRI(H) to revalidate the rating they shall complete two of the following requirements:
- (1) complete at least 100 hours of flight instruction on aeroplanes as FI, CRI, IRI or as Examiner during the period of validity of the rating. To include at least 30 hours of flight instruction within the 12 months preceding the expiry date of the IRI(H) rating, 10 hours of this shall be instruction for an IR; or
 - (2) attend a FI refresher seminar approved by the Governor within the validity period of the IRI(H) rating; or
 - (3) pass a FI proficiency check within the 12 months preceding the expiry of the IRI(H) rating.
- (i) For the holder of an IRI(H) to renew the rating they shall complete items 61.407(h)(2) and 61.407(h)(3) within the preceding 12 months before renewal. For an IRI(H) rating, expired by less than 5 years, the Examiner will sign a Certificate of Revalidation following the proficiency check. For a rating that has expired by more than 5 years application should be made to the Governor.
- (j) For revalidation of a CRI(SPA) rating the holder shall complete one of the following within 12 months preceding the expiry of the rating:
- (1) conduct at least 10 hours flight instruction; or
 - (2) conduct refresher training to the satisfaction of the Governor; or
 - (3) receive refresher training as a CRI(A).
- (k) The holder of a lapsed CRI(SPA) rating shall, in the 12 months preceding expiry:

- (1) receive refresher training as a CRI(A) to the satisfaction of the Governor;
and
 - (2) pass, as a proficiency check, the relevant part of the skill test.
- (l) For revalidation of a TRI(MPA) rating, the applicant shall, within the 12 months preceding the expiry date of the rating:
- (1) conduct one of the following parts of a complete type rating/refresher/recurrent training course:
 - (i) one synthetic flight trainer session of at least 3 hours; or
 - (ii) one air exercise of at least 1 hour comprising a minimum of 2 take-offs and landingsor
 - (2) receive TRI(A) refresher training acceptable to the Governor.
- (m) If the TRI(MPA) lapses the holder shall complete the following before exercising the privileges of the rating:
- (1) within 12 months, preceding application for renewal, at least 30 route sectors to include take-offs and landings as PIC or P2 on the applicable aeroplane type or similar, as agreed by the Governor, of which not more than 15 sectors may be completed in a synthetic flight trainer; and
 - (2) the relevant parts of an approved TRI(MPA) course, agreed by the Governor, taking into account the recent experience of the applicant; and
 - (3) conduct, on a complete type rating course, at least 3 hours of flight instruction related to the duties of a TRI(MPA) on the applicable type of aeroplane and/or flight simulator under the supervision and to the satisfaction of a TRI(A) authorised by the Governor for the purpose; and
- (n) For revalidation of a TRI(H) rating the applicant shall, within 12 months preceding the expiry date:
- (1) conduct one of the following parts of a complete type rating/refresher/recurrent training course:
 - (i) one synthetic flight trainer session of at least 3 hours; or
 - (ii) one air exercise of at least 1 hour comprising a minimum of 2 take-offs and landings; or
 - (2) receive TRI(H) refresher training acceptable to the Governor.
- (o) If the TRI(H) rating has lapsed the applicant shall have:
- (1) completed, within the 12 months preceding renewal application, at least 30 hours flight time, to include take-offs and landings as PIC or P2 on the applicable helicopter type or similar as agreed by the Governor of which no more than 15 hours may be completed in a synthetic flight trainer; and

- (2) successfully completed the relevant parts of an approved TRI(H) course taking into account the recent experience of the rating holder; and
- (3) conducted, on a complete type rating course, at least 3 hours of flight instruction related to the duties of a TRI(H) on the applicable type of helicopter or synthetic flight trainer under the supervision of a TRI authorised by the Governor for the purpose.

Subpart J - Instrument Ratings (Aeroplanes)

61.451 Applicability

This subpart details the requirements for the issue of instrument rating (aeroplane) and its privileges, limitations and currency requirements.

61.453 Eligibility requirements

- (a) Except as provided in paragraph 61.453(b), to be eligible for an instrument rating (Aeroplane), a person shall:
- (1) hold a pilot licence, which includes the night flying privileges for that licence; and
 - (2) hold a current Class 1 medical certificate issued under Part 67; and
 - (3) have at least 50 hours cross-country flight time as pilot-in-command in aeroplanes or helicopters, of which 10 hours shall be in aeroplanes; and
 - (i) for IR restricted to Single-engine (SE) aeroplanes:

40 hours instrument time in aeroplanes or helicopters, of which a minimum of 10 hours shall be dual instrument flight instruction in aeroplanes, from an authorised flight instructor (a maximum of 20 hours instrument ground time under the supervision of an authorised instructor OR 30 hours in a synthetic flight trainer, approved by the Governor, is acceptable towards this instrument flight time);
 - (ii) for Multi-Engine (ME) aeroplanes:
 - (a) 40 hours instrument time in aeroplanes or helicopters, of which a minimum of 10 hours shall be dual instrument flight instruction in aeroplanes, from an authorised flight instructor (a maximum of 20 hours instrument ground time under the supervision of an authorised instructor OR 30 hours in a synthetic flight trainer, approved by the Governor, is acceptable towards this instrument flight time); and
 - (b) for a ME IR(A) paragraph 61.453(3)(ii)(a) shall also include 15 hours in multi-engine aeroplanes.
 - (4) have passed approved written examinations, or approved equivalents, in the following subject areas:
 - (i) air law; and
 - (ii) flight navigation general; and
 - (iii) meteorology; and
 - (iv) flight performance and planning; and
 - (v) aircraft general knowledge (aeroplane); and
 - (vi) operational procedures; and
 - (vii) radiotelephony; and
 - (viii) human factors.

- (5) demonstrate to a flight examiner the ability to perform the procedures and manoeuvres, as set out in the relevant Advisory Circular (to be published), with a degree of competency appropriate to the privileges granted to the holder of an IR(A).
- (b) To be eligible for an instrument rating, the holder of an equivalent rating issued by an ICAO contracting State shall successfully complete:
- (1) the air law written examination required by paragraph 61.453(a)(4)(i); and
 - (2) the flight test required by paragraph 61.453(a)(5).

61.455 Privileges and limitations

- (a) Subject to paragraph 61.455(b), a current instrument rating authorises the holder to act as a pilot-in-command or co-pilot of aeroplanes under IFR.
- (b) To exercise the privileges of an instrument rating, the holder shall:
- (1) if in a single-engine aeroplane, have passed the appropriate instrument flight test to single-engine standard; and
 - (2) if in a non-centrelines-thrust multi-engined aeroplane, have passed the appropriate instrument flight test on a non-centrelines-thrust multi-engined aeroplane.

61.457 Recency requirements

- (a) The holder of an instrument rating shall not exercise the privileges of the rating unless, except as provided in paragraph 61.457(b), the holder of the rating:
- (1) within the immediately preceding 12 months, has successfully demonstrated to a flight examiner competency in accordance with paragraph 61.453(a)(5) for the appropriate category of aircraft, and a record to that effect has been entered in the holder's log book. A person who completes the demonstration within the calendar month before or after the date on which it is required, is deemed to have completed the demonstration on the required date; and
 - (2) within the immediately preceding 3 months, has either met the requirements of paragraph 61.457(a)(1), or completed not less than 6 hours instrument time, of which at least 2 hours were instrument flight time, or instrument time in a zero flight time simulator, in the appropriate category of aircraft; and
 - (3) if pilot of a single-pilot aircraft under IFR without an auto-pilot or co-pilot, has demonstrated and recorded competency as specified in paragraph 61.457(a)(1) as a single-pilot without the use of an auto-pilot; and
 - (4) if pilot of a single-pilot aircraft under IFR with an auto-pilot, has demonstrated and recorded competency as specified in paragraph 61.457(a)(1) as a single-pilot with the use of an auto-pilot; and

- (5) if pilot of a non-centrelines-thrust multi-engine aircraft under IFR, has demonstrated and recorded competency as specified in paragraph 61.457(a)(1) in non-centrelines-thrust multi-engine aircraft; and
 - (6) if carrying out an instrument approach procedure under IFR has, within the immediately preceding 3 months, performed in flight or in an approved flight procedure trainer or approved synthetic flight trainer, an authorised instrument approach procedure using a similar type of navigation system.
- (b) The pilot is conducting an IFR operation in accordance with Part 121 and under the authority of an air operator certificate issued under Part 119 where the holder of the Part 119 certificate satisfies the Governor that its pilots have an equivalent level of instrument rating competency and the pilot only conducts the IFR operation in an aircraft operated under the authority of the holder's certificate.
- (c) The holder of an instrument rating who does not comply with paragraph 61.457(a)(2) may be co-pilot of an aircraft on an IFR flight if the aircraft is not performing an air transport operation.

Subpart K - Instrument Rating (Helicopter)

61.501 Applicability

This subpart details the requirements for the issue of instrument rating (helicopter) and its privileges, limitations and currency requirements.

61.503 Eligibility requirements

(a) Except as provided in paragraph 61.503(b), to be eligible for an instrument rating (helicopter), a person shall:

- (1) hold a pilot licence, which includes the night flying privileges for that licence; and
- (2) hold a current Class 1 medical certificate issued under OTAR Part 67; and
- (3) have at least 50 hours cross-country flight time as pilot-in-command in helicopters or aeroplanes, of which 10 hours shall be in helicopters; and
- (4) for IR restricted to Single-engine (SE) helicopters:

40 hours instrument time in helicopters or aeroplanes, of which a minimum of 10 hours shall be dual instrument flight instruction in an IFR certificated helicopter, from an authorised instructor (a maximum of 20 hours instrument ground time under the supervision of an authorised instructor OR 30 hours in a synthetic flight trainer, approved by the Governor, is acceptable towards this instrument flight time).

- (5) for Multi-Engine (ME) helicopters:

40 hours instrument time in helicopters or aeroplanes, of which a minimum of 10 hours shall be dual instrument flight instruction in an IFR certificated multi-engine helicopter, from an authorised instructor (a maximum of 20 hours instrument ground time under the supervision of an authorised instructor OR 30 hours in a synthetic flight trainer, approved by the Governor, is acceptable towards this instrument flight time).

- (6) have passed approved written examinations, or approved equivalents, in the following subject areas:
 - (i) air law; and
 - (ii) flight navigation general; and
 - (iii) meteorology; and
 - (iv) flight performance and planning; and
 - (v) aircraft general knowledge (helicopter); and
 - (vi) operational procedures; and
 - (vii) radiotelephony; and
 - (viii) human factors.

- (7) demonstrate to a flight examiner the ability to perform the procedures and manoeuvres, as set out in the relevant Advisory Circular (to be published), with a degree of competency appropriate to the privileges granted to the holder of an IR(H).
- (b) To be eligible for an Instrument Rating, the holder of an equivalent rating, issued by an ICAO contracting State shall successfully complete:
 - (1) the air law written examination required by paragraph 61.503(a)(6); and
 - (2) the flight test required by paragraph 61.503(a)(7).

61.505 Privileges and limitations

- (a) Subject to paragraph 61.505(b), a current instrument rating authorises the holder to act as a pilot-in-command or co-pilot of helicopters under IFR.
- (b) To exercise the privileges of an instrument rating, the holder shall:
 - (1) if in a single-engine helicopter, have passed the appropriate instrument flight test to single-engine standard, and
 - (2) if in a multi-engined helicopter, have passed the appropriate instrument flight test on a multi-engined aeroplane.

61.507 Recency requirements

- (a) The holder of an instrument rating shall not exercise the privileges of the rating unless, except as provided in paragraph 61.507(b), the holder of the rating:
 - (1) within the immediately preceding 12 months, has successfully demonstrated to a flight examiner competency in accordance with paragraph 61.453(a)(5) for the appropriate category of aircraft, and a record to that effect has been entered in the holder's log book. A person who completes the demonstration within the calendar month before or after the date on which it is required, is deemed to have completed the demonstration on the required date; and
 - (2) within the immediately preceding 3 months, has either met the requirements of paragraph 61.507(a)(1), or completed not less than 6 hours instrument time, of which at least 2 hours were instrument flight time, or instrument time in a zero flight time simulator, in the appropriate category of aircraft; and
 - (3) if pilot of a single-pilot aircraft under IFR without an auto-pilot or co-pilot, has demonstrated and recorded competency as specified in paragraph 61.507(a)(1) as a single-pilot without the use of an auto-pilot; and
 - (4) if pilot of a single-pilot aircraft under IFR with an auto-pilot, has demonstrated and recorded competency as specified in paragraph 61.507(a)(1) as a single-pilot with the use of an auto-pilot; and

- (5) if pilot of a non-centrelines-thrust multi-engine aircraft under IFR, has demonstrated and recorded competency as specified in paragraph 61.507(a)(1) in non-centrelines-thrust multi-engine aircraft; and
- (6) if carrying out an instrument approach procedure under IFR has, within the immediately preceding 3 months, performed in flight or in an approved flight procedure trainer or approved flight simulator, an authorised instrument approach procedure using a similar type of navigation system;

or

- (b) the pilot is conducting an IFR operation in accordance with Part 121 and under the authority of an air operator certificate issued under Part 119 where the holder of the Part 119 certificate satisfies the Governor that its pilots have an equivalent level of instrument rating competency and the pilot only conducts the IFR operation in an aircraft operated under the authority of the holder's certificate.
- (c) The holder of an instrument rating who does not comply with paragraph 61.507(a)(2) may be co-pilot of an aircraft on an IFR flight if the aircraft is not performing an air transport operation.

Subpart L - Flight Examiner Ratings

61.551 Applicability

This subpart details the requirements for the issue of flight examiner ratings and the privileges, limitations and currency requirements of those ratings.

61.553 Eligibility requirements

- (a) Any applicant for a PPL(A) or PPL(H) examiner rating shall comply with all pre-requisite requirements in Part 61.
- (b) To be eligible for the issue of a Flight Examiner Rating a person shall:
 - (1) for Part 125 and Part 135 operations, hold a commercial pilot licence or airline transport pilot's licence as applicable to the aircraft operated; and
 - (2) for Part 121 operations, hold an airline transport pilot licence; and
 - (3) hold an appropriate flight instructor rating; and
 - (4) have flight experience acceptable to the Governor; and
 - (5) have demonstrated to the Governor the ability to perform the duties of an airline flight examiner.

61.555 Requirements

- (a) The requirements for the issue of a TRE(A) are:
 - (1) a minimum 1,500 hours flight time as pilot of multi-pilot aeroplanes of which 500 hours are PIC; and
 - (2) to hold or have held a TRI(A) rating or authorisation.
- (b) The requirements for the issue of a TRE(H)(MPH) are:
 - (1) a minimum 1,500 hours as pilot of multi-pilot helicopters of which 500 hours are PIC; and
 - (2) to hold or have held a TRI(H) rating or authorisation.
- (c) The requirements for issue of a TRE(H)(SPH) are:
 - (1) a minimum 750 hours as pilot of helicopters; and
 - (2) to hold a professional helicopter licence with (if applicable) an IR(H).
- (d) The requirements for issue of a CRE(A) are:
 - (1) a minimum 500 hours as pilot of aeroplanes; and

- (2) to hold or have held a professional pilot aeroplane licence and holds a PPL(A).
- (e) The requirements for issue of an IRE(A) are:
 - (1) a minimum 2,000 hours as pilot of aeroplanes; and
 - (2) not less than 450 hours flight time under IFR of which 250 hours as a flight instructor.
- (f) The requirements for issue of an IRE(H) are:
 - (1) a minimum 2,000 hours as pilot of helicopters; and
 - (2) not less than 300 hours flight time under IFR to include 200 hours as a flight instructor.
- (g) The requirements for issue of the FIE(A) are:

The applicant shall have a minimum 2,000 hours as pilot of aeroplanes including not less than 100 hours flight time instructing applicants for a FI(A) rating.
- (h) The requirements for issue of the FIE(H) are:

A minimum of 2,000 hours as pilot of helicopters to include not less than 100 hours flight time instructing applicants for FI(H).
- (i) When the Governor is satisfied that the requirements of paragraph 61.903 for a flight examiner rating have been complied with, the Governor shall issue the rating by endorsing it on the pilot's licence.

61.557 Privileges and limitations

- (a) All examiner authorisations are valid for a period of not more than 3 years and are re-authorised at the discretion of the Governor.
- (b) The privileges of a FE(A) are to conduct:
 - (1) skill tests for the issue of a PPL(A) and skill test/proficiency checks for the associated single-pilot class/type rating provided he has completed not less than 1,000 hours flight time as a pilot of aeroplanes. This is to include a minimum 250 hours flight instruction; or
 - (2) skill tests for the issue of a CPL(A) and skill test/proficiency checks for the associated single-pilot class/type ratings provided he has completed not less than 2,000 hours flight time as pilot of aeroplanes. To include a minimum of 250 hours flight instruction.
- (c) The privileges of a FE(H) are to conduct:
 - (1) skill tests for the issue of a PPL(H) and skill test/proficiency checks for the helicopter single-pilot type rating provided he has completed not less than 1,000 hours flight time as a pilot of helicopters. This is to include a minimum of 250 hours flight instruction; or

- (2) skill tests for the issue of a CPL(H) and skill tests/proficiency checks for the helicopter single-pilot type ratings provided he has completed not less than 2,000 hours flight time as pilot of helicopters. This is to include a minimum 250 hours flight instruction.
- (d) The privileges of a TRE(A) are to conduct:
- (1) skill tests for the issue of type ratings for multi-pilot aeroplanes; or
 - (2) proficiency checks for revalidation or renewal of multi-pilot type and instrument ratings; or
 - (3) skill tests for issue of an ATPL(A).
- (e) The privileges of a TRE(H)(MPH) are to conduct:
- (1) skill tests for the issue of type ratings; or
 - (2) proficiency checks for revalidation or renewal of multi-pilot type ratings; or
 - (3) proficiency checks for revalidation or renewal of instruments ratings provided the TRE(H) holds a valid IR(H); or
 - (4) skill tests for ATPL(H) issue.
- (f) The privileges of a TRE(H)(SPH) are to conduct:
- (1) skill tests for the issue of type ratings; or
 - (2) proficiency checks for revalidation or renewal of single-pilot helicopter type and instrument ratings.
- (g) The privileges of a CRE(A) are to conduct:
- (1) skill tests for the issue of class and type ratings for single-pilot aeroplanes; or
 - (2) proficiency checks for revalidation or renewal of class and type ratings for single-pilot aeroplanes and revalidation of instrument ratings.
- (h) The privileges of an IRE(A) are to conduct:
- (1) skill tests for initial issue of an instrument rating; or
 - (2) proficiency checks for revalidation or renewal of an instrument rating.
- (i) The privileges of an IRE(H) are to conduct:
- (1) skill tests for initial issue of an IR(H); or
 - (2) proficiency checks for the revalidation or renewal of an IR(H).
- (j) The privileges of an FIE(A) are to conduct:
- (1) skills test and proficiency checks; or

- (2) renewals for the issue and revalidation of flight instructor ratings.
- (k) The privileges of a FIE(H) are to conduct:
 - (1) skill tests and proficiency checks for the issue and revalidation; or
 - (2) renewal of flight instructor ratings.
- (l) Subject to paragraph 61.557(n), the holder of a current Flight Examiner Rating may conduct flight tests required for the issue of pilot licences or for the issue or renewal of ratings, required by this Part, or for operational competency assessments, within an organisation operating:
 - (1) an aviation training organisation approval issued under Subpart P of this OTAR Part, where the approval authorises the holder to conduct those flight tests for a Part 119 organisation; or
 - (2) an air operator certificate issued under Part 119, where the certificate authorises the holder to conduct those flight tests.
- (m) Subject to paragraph 61.557(n), the holder of a current Limited Flight Examiner Rating may conduct flight tests for the issue of pilot licences or for the issue or renewal of ratings, required by this Part, or for operational competency assessments for aircraft having a certified seating capacity, excluding any pilot seat, of less than 10 seats, within an organisation:
 - (1) operating under an aviation training organisation approval issued under Subpart P, where the certificate authorises the holder to conduct those flight tests; or
 - (2) operating under an air operator certificate issued under Part 119, where the certificate authorises the holder to conduct those flight tests; or
 - (3) that employs, contracts, or engages a person who holds an authorisation from the Governor to conduct those flight tests.
- (n) Subject to paragraph 61.557(o), to exercise the privileges of any flight examiner rating, the holder shall:
 - (1) hold an appropriate current flight instructor rating with a type rating for the aircraft in use; and
 - (2) have met the pilot licence requirements of paragraph 61.553(a) or 61.553(b), as applicable to the operations for which the flight test is performed; and
 - (3) have met the flight experience required by paragraph 61.553(b), as applicable.
- (o) Where the holder of a flight examiner rating is not exercising the privileges of that rating in flight as a required crew member, the holder is not required to hold a current medical certificate.

61.559 Currency requirements

- (a) Except as provided in paragraph 61.559(c), the holder of a flight examiner rating shall not exercise the privileges of that rating unless, within the immediately preceding 24 months, they have demonstrated to the Governor competence to exercise the privileges of that rating.
- (b) For the holder of an airline flight examiner rating, the demonstration required by paragraph 61.559(a) shall include a synthetic flight trainer segment or flight segment, or both if required by the Governor:
 - (1) on the heaviest aircraft type (MTOM) on which the flight examiner will examine, or on such other aircraft as the Governor may require; and
 - (2) under the requirements in the Part appropriate to the privileges being sought.
- (c) A person who satisfies the requirements of paragraph 61.559(a) within 6 calendar months before the date on which it is required is deemed to have completed the requirements on the required date.

Subpart M - Examinations

61.601 Purpose

This Subpart details the requirements concerning examinations for the pilot licences and ratings.

61.603 Examinations

An applicant for the grant of a licence or rating under this Part shall within the time limitation specified:

- (a) pass the examinations specified for the issue of that licence or rating; or
- (b) have satisfactorily completed a course of training approved by or acceptable to the Governor during which the applicant passed the examinations applicable to that licence or rating.

61.605 Arrangements and validity

- (a) A candidate for a written examination under this Part shall:
 - (1) produce photographic proof of identity; and
 - (2) gain the appropriate mark, as specified by the Governor, in order to pass.
- (b) A pass in a written subject is valid for 24 months.
- (c) A candidate for a flight test under this OTAR Part shall:
 - (1) produce photographic proof of identity; and
 - (2) have a log book record of any required training certified by the approved training organisation; and
 - (3) have a log book record of any required flight experience.

61.607 Cheating or other unauthorised conduct

- (a) During any examination under this Part, a person shall not, unless authorised by the conducting officer:
 - (1) copy from another person; or
 - (2) use any unauthorised equipment; or
 - (3) refer to any source of information; or
 - (4) communicate in any way with anyone other than the conducting officer; or

- (5) take an examination on behalf of anyone else; or
 - (6) remove material from the examination; or
 - (7) record by any means any examination or any part of an examination.
- (b) A person who takes a written examination shall not divulge the contents of the examination to another person unless authorised to do so by the person conducting the examination.
- (c) A person who fails to adhere to the requirements under paragraphs 61.607(a) or 61.607(b) may be subject to any or all of the following as the Governor may determine:
- (1) failure in that subject;
 - (2) disqualification of all or any subjects already passed;
 - (3) debarment for up to 12 months from sitting further examinations under this or any other Part of the Overseas Territories Aviation Requirements;
 - (4) suspension, variation or revocation of any licence, certificate or rating issued to that person under this or any other OTAR Part.

61.609 Flight tests – general procedures

The ability of an applicant for a pilot licence or rating to perform the required pilot operations shall be based on the following:

- (a) executing procedures and manoeuvres within the aircraft's performance capabilities and limitations, including use of the aircraft's systems; and
- (b) executing emergency procedures and manoeuvres appropriate to the aircraft; and
- (c) piloting the aircraft with smoothness and accuracy; and
- (d) exercising sound judgement; and
- (e) applying aeronautical knowledge; and
- (f) showing complete control of the aircraft, with the successful outcome of a procedure or manoeuvre never seriously in doubt.

Subpart N – Language Proficiency

61.651 Applicability

The applicant for a language proficiency endorsement shall demonstrate at least an ICAO Level 4 of language proficiency in the use of both phraseologies and plain language. To do so, the applicant shall demonstrate the ability to:

- (a) communicate effectively in voice-only and in face-to-face situations;
- (b) communicate on common and work-related topics with accuracy and clarity;
- (c) use appropriate communicative strategies to exchange messages and to recognise and resolve misunderstandings in a general or work-related context;
- (d) handle successfully the linguistic challenges presented by a complication or unexpected turn of events which occurs within the context of a routine work situation or communicative task with which they are otherwise familiar; and
- (e) use a dialect or accent which is intelligible to the aeronautical community.

61.653 Recency requirements

Except for pilots who have demonstrated language proficiency at ICAO level 6 the language proficiency endorsement shall be re-evaluated every:

- (a) 4 years, if the level demonstrated is ICAO level 4; or
- (b) 6 years, if the level demonstrated is ICAO level 5.

Subpart O - Validations

61.701 Applicability

This Subpart details the requirements for the issue of a certificate of validation and the privileges, limitations and currency requirements of the certificate.

61.703 Eligibility requirements

- (a) To be eligible for a certificate of validation a person shall:
- (1) hold a commercial pilot licence issued in accordance with ICAO Annex 1 including an endorsement in English language proficiency in accordance with Subpart N of this Part; or
 - (2) hold an airline transport pilot licence issued in accordance with ICAO Annex 1 including an endorsement in English language proficiency in accordance with Subpart N of this OTAR Part; and
 - (3) hold an associated medical certificate of an appropriate class; and
 - (4) have passed an approved written examination in air law or equivalent acceptable to the Governor.
- (b) The licence held shall be:
- (1) current; and
 - (2) valid including instrument rating if appropriate; and
 - (3) include the type or class of aircraft to be included in the validation.
- (c) The medical certificate held shall be:
- (1) current; and
 - (2) valid.

61.705 Privileges and limitations

- (a) The certificate of validation authorises the holder to exercise specified privileges of their Licence in a Territory registered aircraft subject to any conditions specified on the certificate of validation.
- (b) All restrictions and limitations on both the Licence and medical certificate apply to the certificate of validation.

61.707 Currency requirements

- (a) Holders of a certificate of validation are required to comply with the currency requirements of their licence and medical certificate as specified by the State of Issue of the licence.
- (b) A certificate of validation shall cease to be valid if the licence upon which it was issued is revoked, suspended or otherwise ceases to be valid.

Subpart P – Training Organisation Approval

61.751 Purpose

This Subpart details the requirements concerning the approval of a training organisation and the conduct of courses leading to the issue of pilot licences and ratings.

61.753 Application for approval

An applicant for the grant of a training organisation approval shall apply to the Governor in the manner required, supplying:

- (a) the applicant's name and address; and
- (b) the specific flight crew courses to be provided; and
- (c) the geographical location of the training organisation; and
- (d) such other particulars relating to the applicant and the intended courses as may be required by the Governor; and
- (e) the exposition required by paragraph 61.761; and
- (f) payment of any applicable fee required by the appropriate requirements.

61.755 Issue of approval

An applicant may be granted a training organisation approval if the Governor is satisfied that:

- (a) the applicant meets the requirements of this Subpart; and
- (b) the applicant, and the applicant's senior person or persons required by paragraph 61.761 are fit and proper persons; and
- (c) the granting of the approval is not contrary to the interests of aviation safety.

61.757 Privileges of approval

- (a) A training organisation approval shall state:
 - (1) the name and location of the training organisation; and
 - (2) the type of flight crew courses which may be provided.
- (b) A training organisation approval may include such conditions as the Governor may consider appropriate.
- (c) The holder of an approval issued under this Subpart shall provide the flight crew rating courses in accordance with the provisions of this Part and with any conditions attached to the approval.

61.759 Duration of approval

- (a) A training organisation approval remains in force until it is suspended, varied or revoked.
- (b) The holder of a training organisation approval that is suspended or revoked shall forthwith surrender the approval certificate to the Governor.
- (c) The approval holder shall make any payment required by the appropriate requirements in respect of continued validity or variation of the approval.

61.761 Training Organisation exposition

- (a) An applicant for the grant of a training organisation approval shall provide the Governor with an acceptable exposition containing:
 - (1) a statement signed by the Accountable Manager on behalf of the applicant's organisation confirming that the exposition:
 - (i) defines the organisation and demonstrates its means and methods for the conduct of flight crew courses; and
 - (ii) its personnel adheres to the organisational SMS at all times; and
 - (iii) its personnel adheres to the organisational QMS at all times
 - (2) the titles and names of the senior person or persons listed at paragraph 61.765; and
 - (3) the duties and responsibilities of the senior person or persons listed at paragraph 61.761(a)(2), including matters for which they have responsibility to deal directly with the Governor on behalf of the organisation; and
 - (4) an organisation chart showing lines of responsibility of the senior persons specified listed at paragraph 61.761(a)(2); and
 - (5) the location and facilities of the training organisation and the courses provided; and
 - (6) details of the applicant's staffing structure for each different course; and
 - (7) details of procedures required by 61.765 regarding the competency, qualifications, maintenance of current operating practice and fitness of personnel; and
 - (8) details of the systems, procedures, and programmes required by paragraph 61.763 regarding the safety management system; and
 - (9) procedures to control, amend and distribute the exposition.

61.763 Safety management system

- (a) An applicant for the grant of a training organisation approval shall establish a safety management system appropriate to the size and complexity of the operation, for the proactive management of safety, that integrates the management of operations and technical systems with financial and human resource management, and that reflects quality assurance principles.
- (b) The safety management system shall include policy and objectives for continuous improvement to the organisation's overall safety performance.
- (c) The safety management system shall clearly define lines of safety accountability throughout the operator's organisation, including a direct accountability for safety on the part of senior management.
- (d) The safety management system shall include, as a minimum, the following:
 - (1) processes to identify actual and potential safety hazards and assess the associated risks; and
 - (2) processes to develop and implement remedial action necessary to maintain agreed safety performance; and
 - (3) provision for continuous monitoring and regular assessment of the safety performance; and
 - (4) recurring processes for continuous improvement of the performance of the safety management system; and
 - (5) quality assurance processes to:
 - (i) identify applicable requirements, regulations and standards and demonstrate compliance with them; and
 - (ii) ensure technical manuals, checklists and other documentation are appropriately maintained and incorporate the latest amendments; and
 - (iii) ensure that training programmes maintain staff proficiency and competency.
- (e) The safety management system shall be described in relevant documentation, and shall be acceptable to the Governor.

61.765 Personnel requirements

- (a) An applicant for the grant of a training organisation approval shall nominate:
 - (1) a senior person identified as the Accountable Manager who has the authority within the applicant's organisation to ensure that each flight crew course listed in its exposition:
 - (i) provides an appropriate standard of training; and
 - (ii) can be adequately financed and resourced; and
 - (iii) is provided in accordance with the requirements prescribed by this Part.

- (2) sufficient personnel to manage, support and provide adequate training listed in the applicant's exposition.
- (b) The applicant shall establish procedures to:
- (1) ensure that those personnel who provide the flight crew courses hold appropriate licences and ratings issued under this Part; and
 - (2) ensure that any incidence of personnel reporting for or being on duty while suspected of being under the influence of any psychoactive substance results in immediate suspension from duty and the submission without delay of a report of the details of the case to the Governor.

APPENDIX A

Licensing proficiency check items for aeroplanes

1 Proficiency Check for Aeroplane Type/Class & ATPL

1.1 Flight preparation

1.1.1 Use of checklist prior to starting engines, starting procedures, radio and navigation equipment check, selection and setting of navigation and communication frequencies.

1.1.2 Before take-off checks.

1.2 Take-offs

1.2.1* Take-offs with simulated engine failure between V1 and V2 (Flight Simulator Only)

1.2.2. Rejected take-off at a reasonable speed before reaching V1.

1.3 Flight Manoeuvres and Procedures

1.3.1 Normal and abnormal operations (A mandatory minimum of 3 abnormal shall be selected from the following list):

- Engine (if necessary propeller)
- Pressurisation and air conditioning
- Pitot/static system
- Fuel system
- Electrical system
- Hydraulic system
- Flight control and Trim-system
- Anti- and de-icing system, Glare shield heating
- Autopilot/Flight director
- Stall warning devices or stall avoidance devices, and stability augmentation devices
- Ground proximity warning system Weather radar, radio altimeter, transponder
- Radios, navigation equipment, instruments, flight management system
- Landing gear and brake
- Slat and flap system
- Auxiliary power unit.

1.3.2 Abnormal and emergency procedures (A mandatory minimum of 3 items shall be selected from the following list):

- Fire drills e.g. Engine, APU, cabin, cargo compartment, flight deck, wing and electrical fires including evacuation.
- Smoke control and removal
- Engine failures, shut-down and restart at a safe height
- Fuel dumping (simulated)
- Windshear at take off/landing (Flight Simulator only)
- Simulated cabin pressure failure/emergency descent
- Incapacitation of flight crew member
- Other emergency procedures as outlined in the appropriate aeroplane Flight Manual
- ACAS event (Flight Simulator only).

1.3.3* Instrument flight procedures - Adherence to departure and arrival routes and ATC instructions.

1.3.4* Instrument flight procedures - Precision approaches down to a decision height (DH) not less than 60 m (200 ft) manually, with one engine simulated inoperative; engine failure has to be simulated during final approach from not less than four miles from the threshold until touchdown or through the complete missed approach procedure In aeroplanes which are not certificated as EASA–large aeroplanes or FAR-transport category aeroplanes (CS25/FAR 25) or as normal category aeroplanes (FAR 23); the approach with simulated engine failure and the ensuing go-around shall be initiated in conjunction with the non-precision approach as described in paragraph 3.5. The go-around shall be initiated when reaching the published obstacle clearance height/altitude (OCH/A), however, not later than reaching a minimum descent height/altitude (MDH/A) of 500 ft above runway threshold elevation. In aeroplanes having the same performance as a transport category aeroplane regarding take-off mass and density altitude, the instructor may simulate the engine failure in accordance with paragraph 3.4.

1.3.5* Instrument flight procedures - NDB or VOC/LOC-approach down to the MDH/A.

1.4 Missed Approach Procedures

1.4.1* Manual go-around with the critical engine simulated inoperative after an instrument approach on reaching DH, MDH or MAPt

1.5 Landings

1.5.1 Landing with critical engine simulated inoperative.

*** The starred items shall be flown solely by reference to instruments. If this condition is not met during the skill test or proficiency check, the type rating will be restricted to VFR only.**

2 Proficiency Check on Single-Engine and Multi-Engine Single-Pilot Aeroplanes

2.1 Departure

- 2.1.1 Pre-start checks: External/internal.
- 2.1.2 Engine starting: Normal and malfunctions.
- 2.1.3 Taxiing.
- 2.1.4 Pre-departure checks: Engine run-up (if applicable).
- 2.1.5 Climbing: Vx/Vy, turns onto headings and level off.

2.2 Air work (VMC)

- 2.2.1 Steep turns (360° left and right at 45° bank).
- 2.2.2 Stalls and recovery including:
 - clean stall
 - Approach to stall in descending turn with bank with approach configuration and power
 - Approach to stall in landing configuration and power
 - Approach to stall, climbing turn with take-off flap and climb power (single engine aeroplane only).
- 2.2.3 Handling using autopilot and flight director (may be conducted in Section 3) if applicable.

2.3 Instrument flight

- 2.3.1* Departure IFR.
- 2.3.2* En route IFR.
- 2.3.3* Holding procedures.
- 2.3.4* ILS to DH/A of 200 ft (60 m) or to procedure minima (autopilot may be used to glideslope intercept).
- 2.3.5* Non-precision approach to MDH/A and MAP.
- 2.3.6* Flight exercises including simulated failure of the compass and attitude indicator: Rate 1 turns and recoveries from unusual attitudes.

2.4 Arrival and landings

- 2.4.1 Aerodrome arrival procedure.
- 2.4.2 Normal landing.
- 2.4.3 Flapless landing.

2.4.6 Go-around from minimum height.

2.5 Abnormal and emergency procedures

(This Section may be combined with Sections 1 to 4).

2.5.1 Rejected take-off at a reasonable speed.

2.5.2 Simulated engine failure after take-off (single engine aeroplanes only).

2.5.3 Simulated forced landing without power (single engine aeroplanes only).

2.6 Simulated asymmetric flight

(This Section may be combined with Sections 1 to 5).

2.6.1* Simulated engine failure during take-off (at a safe altitude unless carried out in FS or FNPT II).

2.6.2* Asymmetric approach and go-around.

2.6.3* Asymmetric approach and full stop landing.

*** The starred items of section 3 and, for multi-engine Section 6, shall be flown solely by reference to instruments if revalidation/renewal of an instrument rating is included in the proficiency check. If the starred items are not flown solely by reference to instruments during the proficiency check, and when there is no crediting of instrument rating privileges, the type/class rating will be restricted to VFR only.**

APPENDIX B

Licensing proficiency check items for helicopters

1 Proficiency check for multi-pilot helicopter type ratings and ATPL, including proficiency checks for the instrument rating

1.1 Pre-flight preparations and checks

1.1.1 Helicopter exterior visual inspection; location of each item and purpose of inspection.

1.1.2 Cockpit inspection.

1.1.3 Starting procedures, radio and navigation equipment check, selection and setting of navigation and communication frequencies.

1.1.4 Taxiing/air taxiing in compliance with air traffic control instructions or on instructions of an instructor.

1.1.5 Pre take-off procedures and checks.

1.2 Flight manoeuvres and procedures

1.2.1 Take-offs (various profiles).

1.2.2 Take off with simulated engine failure shortly before reaching TDP, or DPATO.

1.2.3 Take off with simulated engine failure shortly after reaching TDP, or DPATO.

1.2.4 Climbing and descending turns to specified headings.

1.2.5 Turns with 30 degrees bank, 180 degrees to 360 degrees left and right, by sole reference to instruments.

1.2.6 Autorotative descent.

1.2.7 Autorotative landing or power recovery.

1.2.8 Landings, various profiles.

1.2.7 Go-around or landing following simulated engine failure before LDP or DPBL

1.2.8 Landing following simulated engine failure after LDP or DPBL.

1.3 Normal and abnormal operations of the following systems and procedures

1.3.1 Normal and abnormal operations of the following systems and procedures (a mandatory minimum of 3 items from the list):

- Engine
- Air conditioning (heating, ventilation)
- Pitot/static system
- Fuel System

- Electrical system
- Hydraulic system
- Flight control and Trim-system
- Anti- and de-icing system
- Autopilot/Flight director
- Stability augmentation devices
- Weather radar, radio altimeter
- transponder
- Area Navigation System
- Landing gear system
- Auxiliary power unit
- Radio, navigation equipment, instruments flight management system.

1.4 Abnormal and emergency procedures

1.4.1 Abnormal and emergency procedures (a mandatory minimum of 3 items shall be selected from this section):

- Fire drills (including evacuation if applicable)
- Smoke control and removal
- Engine failures, shut down and restart at a safe height
- Fuel dumping (simulated)
- Tail rotor control failure (if applicable)
- Tail rotor loss (if applicable – Flight Simulator or Flight Training Device to be used for this exercise)
- Incapacitation of crew member
- Transmission malfunctions
- Other emergency procedures as outlined in the appropriate Flight Manual.

1.5 Instrument Flight Procedures (to be performed in IMC or simulated IMC)

1.5.1 Simulated engine failure during departure on a multi engine type.

1.5.2 Adherence to departure and arrival routes and ATC instructions.

1.5.3 ILS-approaches down to CAT 1 decision height manually, with one engine simulated inoperative on a multi-engine type. (Engine failure has to be simulated during final approach not less than four miles before landing area or until completion of the missed approach procedure).

1.5.4 Non-precision approach down to the minimum descent altitude MDA/H.

1.5.5 Go-around with one engine simulated inoperative on reaching DA/DH or MDA/MDH.

1.5.6 IMC autorotation with power recovery.

1.5.7 Recovery from unusual attitudes

*** The starred items shall be flown in actual or simulated IMC only by applicants wishing to renew or revalidate an IR(H) for multi-pilot helicopter, or extend the privileges of that rating to another type.**

2 Proficiency check for single-engine and multiengine single-pilot helicopters including proficiency checks for the instrument rating

2.1 Pre-flight preparation and checks

- 2.1.1 Helicopter exterior visual inspection; location of each item and purpose of inspection.
- 2.1.2 Cockpit inspection.
- 2.1.3 Prior to starting engines, starting procedures, radio and navigation equipment check, selection and setting of navigation and communication frequencies.
- 2.1.4 Taxiing/air taxiing in compliance with air traffic control instructions or on instructions of an instructor.
- 2.1.5 Pre take-off procedures.

2.2 Flight manoeuvres and procedures

- 2.2.1 Take-offs (various profiles).
- 2.2.2 Take off with simulated engine failure shortly before reaching TDP, or DPATO.
- 2.2.3 Take off with simulated engine failure shortly after reaching TDP, or DPATO.
- 2.2.4 Climbing and descending turns to specified headings.
- 2.2.5 Turns with 30 degrees bank, 180 degrees to 360 degrees left and right, by sole reference to instruments.
- 2.2.6 Autorotative descents.
- 2.2.7 Autorotative landing or power recovery.
- 2.2.8 Landings various profiles.
- 2.2.9 Go-around or landing following simulated engine failure before LDP or DPBL.
- 2.2.10 Landing following simulated engine failure after LDP or DPBL.

2.3 Normal and abnormal operations of the following systems and procedures

- 2.3.1 Normal and abnormal operations of the following systems and procedures (a mandatory minimum of 3 items shall be selected from this section):
 - Engine
 - Air conditioning (heating, ventilation)
 - Pitot/static system
 - Fuel System P
 - Electrical system
 - Hydraulic system
 - Flight control and Trim-system
 - Anti- and de-icing system

- Autopilot/Flight director
- Stability augmentation devices
- Weather radar, radio altimeter, transponder
- Area Navigation System
- Landing gear system
- Auxiliary power unit
- Radio, navigation equipment, instruments flight management system.

2.4 Abnormal and emergency procedures

2.4.1 Abnormal and emergency procedures (a mandatory minimum of 3 items shall be selected from this section):

- Fire drills (including evacuation if applicable)
- Smoke control and removal
- Engine failures, shut down and restart at a safe height
- Fuel dumping (simulated)
- Tail rotor control failure (if applicable)
- Tail rotor loss (if applicable – Flight Simulator or Flight Training Device to be used for this exercise)
- Transmission malfunction
- Other emergency procedures as outlined in the appropriate Flight Manual.

2.5 Instrument Flight Procedures (to be performed in IMC or simulated IMC)

2.5.1 Simulated engine failure during departure.

2.5.2 Adherence to departure and arrival routes and ATC instructions.

2.5.3 Manually, with one engine simulated inoperative. (Engine failure has to be simulated during final approach not less than four miles before landing area or until completion of the missed approach procedure).

2.5.4 Non-precision approach down to the minimum descent altitude MDA/H.

2.5.5 Go-around with one engine simulated inoperative on reaching DA/DH or MDA/MDH.

2.5.6 IMC autorotation with power recovery.

2.5.7 Recovery from unusual attitudes.

*** The starred items shall be flown in actual or simulated IMC, only by applicants wishing to renew or revalidate an IR(H), or extend the privileges of that rating to another type.**