



DEPARTMENT OF CIVIL AVIATION

MYANMAR

MYANMAR CIVIL AVIATION REQUIREMENTS

PART - 2
FLIGHT CREW LICENSING

Second Edition – September, 2013

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PREFACE

These requirements are published to be used for the purpose of issuing, renewal, and medical requirements of flight crew licenses and its associated ratings in Myanmar.

It is emphasized that all the issue pertaining to these requirements will not be covered in this publication. In this regards whenever changes in regulations and technology occur there is no doubt necessitate the changes to this requirement.

Comments and suggestions for amendment and or revision to this publication should be forwarded to the Director of Flight Standards Division or Director General of Department of Civil Aviation Myanmar.

The First Edition of MCAR part 2 Flight Crew Licensing is superseded by this Second Edition, dated 1st September 2013.

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AMENDMENTS

Location	Date	Description

INTRODUCTION

Part 2 addresses the licensing of aviation personnel. Article 32 of the Chicago Convention requires Myanmar to issue certificates of competency and licences or validate such certificates or licences issued by other Contracting States to the pilot of every aircraft and to other members of the operating crew of every aircraft engaged in international navigation. The basis of this obligation is the goal of promoting and conducting safe and regular aircraft operations through the development and implementation of internationally acceptable certification and licensing processes. If the sDAME process is extended to domestic operations, Myanmar can ensure the overall safety of aircraft operation through unification of licensing requirements. ICAO Annex 1, Personnel Licensing, presents the broad international specifications for personnel licensing agreed upon by Contracting States. Most of the specifications in ICAO Annex 1 are not given in enough detail to satisfy the day-to-day management of a country's flight crew licensing activities. Part 2 of the Myanmar Regulations presents detailed requirements for the general rules of licensing and detailed requirements for the certification of the licences contained in ICAO Annex 1 of: pilots , flight instructors and for medical assessment of flight crew. The licensing and medical standards are based upon ICAO Annex 1, through amendment 170, as well as both 14 CFR and the JAR-FCL.

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2.1 GENERAL

2.1.1.1 APPLICABILITY

- (a) Part 2 prescribes:
- (1) The requirements for issuing, renewal and re-issue of aviation personnel licences, ratings, authorisations and certificates;
 - (2) The conditions under which those licences, ratings, authorisations and certificates are necessary; and
 - (3) The privileges and limitations granted to the holders of those licences, ratings, authorisations and certificates.

DEFINITIONS

- (b) For the purpose of Part 2, the definitions in the Law, in Part 9 and the following definitions shall apply:
- (1) **Accredited medical conclusion.** The conclusion reached by one or more medical experts acceptable to the Licensing Authority for the purposes of the case concerned, in consultation with flight operations or other experts as necessary.
 - (2) **Aeroplane.** A power-driven heavier-than-air aircraft, deriving its lift in flight chiefly from aerodynamic reactions on surfaces which remain fixed under given conditions of flight.
 - (3) **Aircraft.** Any machine that can derive support in the atmosphere from the reactions of the air other than the reactions of the air against the earth's surface.
 - (4) **Aircraft avionics.** A term designating any electronic device - including its electrical part - for use in an aircraft, including radio, automatic flight control and instrument systems.
 - (5) **Aircraft- category.** Classification of aircraft according to specified basic characteristics, e.g. aeroplane, helicopter, glider, free balloon.
 - (6) **Aircraft certificated for single-pilot operation.** A type of aircraft which the State of Registry has determined, during the certification process, can be operated safely with a minimum crew of one pilot.
 - (7) **Aircraft certificated for multi-pilot operation.** A type of aircraft which the State of Registry has determined, during the certification process, can be operated safely with a minimum crew of two pilots.
 - (8) **Aircraft required to be operated with a co-pilot.** A type of aircraft that is required to be operated with a co-pilot as specified in the flight manual or by the air operator certificate.
 - (9) **Airmanship.** The consistent use of good judgment and well-developed knowledge, skills and attitudes to accomplish flight objectives.
 - (10) **Airship.** A power-driven lighter than-air-aircraft.
 - (11) **Approved maintenance organization.** An organization approved by a Contracting State, in accordance with the requirements of Annex 6, Part I, Chapter 8 — Aeroplane Maintenance, to perform maintenance of aircraft or parts thereof and operating under supervision approved by that State.
 - (12) **Approved training.** Training conducted under special curricula and supervision approved by a Contracting State.

- (13) **Approved training organization.** An organization approved by and operating under the supervision of a Contracting State in accordance with the requirements of Annex 1 to perform approved training.
- (14) **ATS surveillance service.** A term used to indicate a service provided directly by means of an ATS surveillance system.
- (15) **ATS surveillance system.** A generic term meaning variously, ADS-B, PSR, SSR or any comparable ground-based system that enables the identification of aircraft.
- (16) **Balloon.** A non-power-driven lighter-than-air aircraft.
- (17) **Calendar month.** A period of a month beginning and ending with the dates that are conventionally accepted as marking the beginning and end of a numbered month (as January 1 through January 31 in the Gregorian calendar).
- (18) **Calendar year.** A period of a year beginning and ending with the dates that are conventionally accepted as marking the beginning and end of a numbered year (as January 1 through December 31 in the Gregorian calendar).
- (19) **Certify as airworthy (to).** To certify that an aircraft or parts thereof comply with current airworthiness requirements after maintenance has been performed on the aircraft or parts thereof.
- (20) **Commercial air transport operation.** An aircraft operation involving the transport of passengers, cargo or mail for remuneration or hire.
- (21) **Competency.** A combination of skills, knowledge and attitudes required to perform a task to the prescribed standard.
- (22) **Competency element.** An action that constitutes a task that has a triggering event and a terminating event that clearly defines its limits, and an observable outcome.
- (23) **Competency unit.** A discrete function consisting of a number of competency elements.
- (24) **Conversion.** Conversion is the action taken by Myanmar in issuing its own licence on the basis of a licence issued by another Contracting State for use on aircraft registered in Myanmar.
- (25) **Co-pilot.** A licensed pilot serving in any piloting capacity other than as pilot-in-command but excluding a pilot who is on board the aircraft for the sole purpose of receiving flight instruction.
- (26) **Credit.** Recognition of alternative means or prior qualifications.
- (27) **Cross country.** A flight between a point of departure and a point of arrival following a pre-planned route using standard navigation procedures.
- (28) **Dual instruction time.** Flight time during which a person is receiving flight instruction from a properly authorized pilot on board the aircraft.
- (29) **Error.** An action or inaction by an operational person that leads to deviations from organisational or the operational person's intentions or expectations.
- (30) **Error management.** The process of detecting and responding to errors with countermeasures that reduce or eliminate the consequences of errors, and mitigate the probability of errors or undesired aircraft state.
- (31) **Examiner.** Any person designated by the Authority to act as a representative of the Authority in examining, inspecting, and testing persons and aircraft for the purpose of issuing licences, ratings and certificates.

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- (32) **Flight crew member.** A licensed crew member charged with duties essential to the operation of an aircraft during a flight duty period.
- (33) **Flight plan.** Specified information provided to air traffic services units, relative to an intended flight or portion of a flight of an aircraft.
- (34) **Flight procedures trainer.** See Flight simulation training device.
- (35) **Flight simulation training device.** Any one of the following three types of apparatus in which flight conditions are simulated on the ground:
- (i) **A Flight simulator.** which Provides an accurate representation of the flight deck of a particular aircraft type to the extent that the mechanical, electrical, electronic, etc. aircraft systems control functions, the normal environment of flight crewmembers, and the performance and flight characteristics of that type of aircraft are realistically simulated.
 - (ii) **A Flight procedures trainer.** which Provides a realistic flight deck environment, and simulates instrument responses, simple control functions of mechanical, electrical, electronic, etc. aircraft systems, and the performance and flight characteristics of aircraft of a particular class;
 - (iii) **A Basic instrument flight trainer.** which is Equipped with appropriate instruments and simulates the flight deck environment of an aircraft in flight in instrument flight conditions.
- (36) **Flight simulator.** See Flight simulation training device.
- (37) **Flight time — aeroplanes.** The total time from the moment an aeroplane first moves for the purpose of taking off until the moment it finally comes to rest at the end of the flight.
- (38) **Flight time — helicopters.** The total time from the moment a helicopter's rotor blades start turning until the moment the helicopter finally comes to rest at the end of the flight, and the rotor blades are stopped.
- (39) **Glider.** A non-power-driven heavier-than-air aircraft, deriving its lift in flight chiefly from aerodynamic reactions on surfaces which remain fixed under given conditions of flight.
- (40) **Glider flight time .** The total time occupied in flight, whether being towed or not, from the moment the glider first moves for the purpose of taking off until the moment it comes to rest at the end of the flight.
- (41) **Helicopter.** A heavier-than-air aircraft supported in flight chiefly by the reactions of the air on one or more power-driven rotors on substantially vertical axes.
- (42) **Human performance.** Human capabilities and limitations which have an impact on the safety and efficiency of aeronautical operations.
- (43) **Instrument flight time.** Time during which a pilot is piloting an aircraft solely by reference to instruments and without external reference points.
- (44) **Instrument ground time.** Time during which a pilot is practising, on the ground, simulated instrument flight in a flight simulation training device approved by the Licensing Authority.
- (45) **Instrument time.** Instrument flight time or instrument ground time.
- (46) **Licensing Authority.** The Authority designated by a Contracting State as responsible for the licensing of personnel. The Department of Civil Aviation (DCA) designated as responsible for the licensing of personnel.
- (47) **Likely.** In the context of the medical provisions in Chapter 6, likely means with a probability of occurring that is unacceptable to the medical assessor.

- (48) **Maintenance.** The performance of tasks required to ensure the continuing airworthiness of an aircraft, including any one or combination of overhaul, inspection, replacement, defect rectification, and the embodiment of a modification or repair.
- (49) **Medical Assessment.** The evidence issued by a Contracting State that the licence holder meets specific requirements of medical fitness.
- (50) **Medical Assessor.** A physician, appointed by the Licensing Authority, qualified and experienced in the practice of aviation medicine and competent in evaluating and assessing medical condition of flight safety significance.
- (51) **Medical Examiner.** A physician with training in aviation medicine and practical knowledge and experience of the aviation environment, who is designated by the Licensing Authority to conduct medical examinations of fitness of applicants for licences or ratings for which medical requirements are prescribed.
- (52) **Medical certificate.** The equivalent of a medical assessment
- (53) **Night.** The hours between the end of evening civil twilight and the beginning of morning civil twilight or such other period between sunset and sunrise, as may be prescribed by the appropriate authority.
Note.— Civil twilight ends in the evening when the centre of the sun's disc is 6 degrees below the horizon and begins in the morning when the centre of the sun's disc is 6 degrees below the horizon.
- (54) **Performance criteria.** A simple, evaluative statement on the required outcome of the competency element and a description of the criteria used to judge if the required level of performance has been achieved.
- (55) **Pilot (to).** To manipulate the flight controls of an aircraft during flight time.
- (56) **Pilot-in-command.** The pilot designated by the operator, or in the case of general aviation, the owner, as being in command and charged with the safe conduct of a flight.
- (57) **PIC under supervision.** Co-pilot performing, under the supervision of the PIC, the duties and functions of a PIC, provided that the method of supervision employed is acceptable to the Licensing Authority.
- (58) **Powered-lift.** A heavier than air aircraft capable of vertical take-off, vertical landing, and low speed flight that depends principally on engine driven lift devices or engine thrust for the lift during these regimes and on non-rotating aerofoil(s) for lift during horizontal flight.
- (59) **Problematic use of substances.** The use of one or more psychoactive substances by aviation personnel in a way that:
- (i) Constitutes a direct hazard to the user or endangers the lives, health or welfare of others; and/or
 - (ii) Causes or worsens an occupational, social, mental or physical problem or disorder.
- (60) **Psychoactive substances.** Alcohol, opioids, cannabinoids, sedatives and hypnotics, cocaine, other psychostimulants, hallucinogens, and volatile solvents, whereas coffee and tobacco are excluded.
- (61) **Quality system.** Documented organisational procedures and policies; internal audit of those policies procedures; management review and recommendation for quality improvements.

- (62) **Rated air traffic controller.** An air traffic controller holding a licence and valid ratings appropriate to the privileges to be exercised.
- (63) **Rating.** An authorisation entered on or associated with a licence and forming part thereof, stating special conditions, privileges or limitations pertaining to such licence.
- (64) **Rendering (a licence) valid.** The action taken by a Contracting State, as an alternative to issuing its own licence, in accepting a licence issued by any other Contracting State as the equivalent of its own licence.
- (65) **Route sector.** A flight comprising take off, departure, cruise of not less than 15 minutes, arrival, approach and landing phases.
- (66) **Safety Management System.** A systematic approach to managing safety, including the necessary organisational structures, accountabilities, policies and procedures.
- (67) **Sign a maintenance release (to).** To certify that maintenance work has been completed satisfactorily in accordance with the applicable Standards of airworthiness, by issuing the maintenance release referred to in Annex 6.
- (68) **Significant.** In the context of the medical provisions in 2.4 this Part, *significant* means to a degree or of a nature that is likely to jeopardise flight safety.
- (69) **Solo flight time.** Flight time during which a student pilot is the sole occupant of an aircraft.
- (70) **State safety programme.** An integrated set of regulations and activities aimed at improving safety.
- (71) **Threat.** Events or errors that occur beyond the influence of an operational person, increase operational complexity and must be managed to maintain the margin of safety.
- (72) **Threat management.** The process of detecting and responding to the threats with countermeasures that reduce or eliminate the consequences of threats, and mitigate the probability of errors or undesired aircraft.
- (73) **Validation.** The action taken by Myanmar as an alternative to issuing its own licence, in accepting a licence issued by another Contracting State as the equivalent of its own licence for use on aircraft registered in Myanmar.

2.1.1.2 ABBREVIATIONS

- (a) The following abbreviations are used in Part 2:
 - (1) **A** – Aeroplane.
 - (2) **AIP** – Aeronautical Information Publication.
 - (3) **AMT** – Aviation Maintenance Technician.
 - (4) **ATCO** – Air Traffic Controller
 - (5) **AS** – Airship.
 - (6) **ATPL** – Airline Transport Pilot Licence.
 - (7) **B** – Balloon.
 - (8) **CAT II** – Category II.
 - (9) **CAT III** – Category III.
 - (10) **CPL** – Commercial Pilot Licence.
 - (11) **CRM** – Crew Resource Management.
 - (12) **DAME** – Aviation Medical Examiner

- (13) DCA – Department of Civil Aviation
- (14) DCP – Designated Check Pilot
- (15) DPE – Designated Pilot Examiner.
- (16) FE – Flight Engineer.
- (17) FI – Flight Instructor.
- (18) FIE – Flight Instructor Examiner
- (19) FOO – Flight Operations Officer.
- (20) G – Glider.
- (21) IFR – Instrument Flight Rules.
- (22) ILS – Instrument Landing System.
- (23) H – Helicopter.
- (24) ICAO – International Civil Aviation Organisation.
- (25) MPA – Multi-pilot Aeroplane.
- (26) MPH – Multi-pilot Helicopter.
- (27) MPL – Multi-crew Pilot Licence
- (28) NOTAM – Notice to airmen.
- (29) PIC – pilot-in-command.
- (30) PL – Powered-lift.
- (31) PPL – Private Pilot Licence.
- (32) RT – Radiotelephony.
- (33) SPA – Single-pilot Aeroplane.
- (34) SPH – Single-pilot Helicopter.
- (35) SPL – Student Pilot Licence
- (36) VFR – Visual Flight Rules.

2.2 GENERAL REQUIREMENTS FOR LICENCES, RATINGS, AUTHORISATIONS, CERTIFICATES, ENDORSEMENTS AND DESIGNATIONS

2.2.1 ISSUE, RENEWAL, AND RE-ISSUE OF LICENCES, RATINGS, AUTHORISATIONS, DESIGNATIONS, AND CERTIFICATES

2.2.1.1 LICENCES

- (a) The DCA may issue the following licences under this Part to an applicant who satisfactorily accomplishes the requirements in this Part for the licence sought:
 - (1) Pilot licences:
 - (i) Student pilot licence(SPL) - aeroplane, helicopter, airship, powered-lift, balloon or glider categories;
 - (ii) Private pilot licence(PPL) – aeroplane, helicopter, airship, powered-lift, balloon or glider categories;
 - (iii) Commercial pilot licence(CPL)—aeroplane, helicopter, airship, powered-lift, balloon or glider categories;
 - (iv) Airline Transport pilot licence (ATPL) – aeroplane, helicopter or powered-lift categories;
 - (2) Ground instructor licence.

2.2.1.2 RATINGS

- (a) The DCA may issue the following ratings to place on a pilot licence when an applicant satisfactorily accomplishes the requirements in this Part for the rating sought:
- (1) Category ratings in the following aircraft:
 - (i) Aeroplane.
 - (ii) Helicopter.
 - (iii) Glider.
 - (iv) Free Balloon.
 - (v) Airship.
 - (vi) Powered lift.
 - (2) Class ratings in the following aircraft:
 - (i) Single-engine land – aeroplane.
 - (ii) Single-engine sea – aeroplane.
 - (iii) Multi-engine land – aeroplane.
 - (iv) Multi-engine sea- aeroplane.
 - (v) A class rating may be issued for those helicopters certificated for single-pilot operations and which have comparable handling, performance and other characteristics.
 - (vi) Hot air – balloon.
 - (vii) Gas – balloon.
 - (viii) Any rating considered necessary by the DCA.
 - (3) Type ratings in the following aircraft:
 - (i) Each type of aircraft certificated for operation with a minimum crew of at least two pilots.
 - (ii) Each type of helicopter certificated for single-pilot except where a class rating has been established under (a)(2)(v).
 - (iii) Any aircraft considered necessary by the DCA.
 - (4) Instrument ratings in the following aircraft:
 - (i) Instrument – Aeroplane.
 - (ii) Instrument – Helicopter.
 - (iii) Instrument – Powered lift.
 - (5) Flight Instructor ratings:
 - (i) The appropriate aircraft category, class, instrument and/or type rating according to the instruction to be taught.
 - (6) The DCA may issue the following ratings to place on a ground instructor's licence when an applicant satisfactorily accomplished the requirements of this Part for the rating sought:

- (i) Basic.
- (ii) Advanced.
- (iii) Instrument.

2.2.1.3 AUTHORISATIONS

- (a) The DCA may issue the following authorisations when an applicant satisfactorily accomplishes the requirements in this Part for the authorisation sought:
 - (1) Instructor authorisation for training in a flight simulation training device.
- (b) The DCA may issue the following authorisations to place on a pilot licence when an applicant satisfactorily accomplishes the requirements in this Part for the authorisation sought:
 - (1) Category II pilot authorisation.
 - (2) Category III pilot authorisation.

2.2.1.4 ENDORSEMENTS

- (a) A pilot may receive the following endorsements from an authorised instructor when he/she satisfactorily accomplished the required training in this Part:
 - (1) Type endorsement.
 - (2) High performance aeroplane endorsement.
 - (3) High altitude aircraft endorsement.

2.2.1.5 CERTIFICATES

- (a) The DCA may issue the following medical certificates when an applicant satisfactorily accomplishes the requirements in this Part for the medical certificate sought:
 - (1) Medical certificate Class 1 for CPL and ATPL licences
 - (2) Medical certificate Class 2 for student pilot Licences and Private Pilot licences;
 - (3) Medical certificate Class 3 for Air traffic controller licence.
- (b) The DCA may issue the following certificates to pilots holding a licence from another ICAO Contracting State.
 - (1) Validation certificates.
- (c) The DCA may issue certificates of designation to representatives of the Director General of Department of Civil Aviation as identified in 2.2.1.6 below.

2.2.1.6 DESIGNATION OF REPRESENTATIVES OF THE DIRECTOR GENERAL OF DEPARTMENT OF CIVIL AVIATION

- (a) The DCA may issue the following designations to private persons to act on behalf of the Director General of Civil Aviation, as specified in this Part:
 - (1) DAME;
 - (2) DCP;
 - (3) DPE;
 - (4) Other designees as may be determined by the DCA.

2.2.1.7 VALIDITY OF LICENCES, RATINGS, AUTHORISATIONS AND CERTIFICATES

- (a) The DCA will issue, renew or re-issue a licence, rating, authorisation, designation and/or certificate when the applicant complies with the requirements of Part 2 and the procedures in IS 2.2.1.
- (b) Privileges. The holder of a licence, certificate, authorisation or designation shall not exercise privileges other than those granted by the licence, certificate, authorisation or designation.
- (c) The privileges granted by a licence, or by related ratings, may not be exercised unless the holder maintains competency and meets the requirements for recent experience of this part.
- (d) Maintenance of competency shall be indicated in the airman's personal licence or record (e.g. logbook).
- (e) The maintenance of competency of flight crewmembers, engaged in commercial air transport operations, may be satisfactorily established by demonstration of skill during proficiency flight checks completed in accordance with Part 8.
- (f) The validity of the exercise of the privileges of a licence is determined by the validity of the ratings contained therein and the medical certificate.
- (g) Renewal of a licence will take place within the validity period after initial issue of a rating provided the ratings related to the licence and the medical certificate are valid.
- (h) The validity period of the ratings, authorisations, certificates of validation and medical certificates and the renewal/re-issue conditions are indicated in the relevant Subparts of Part 2.
- (i) Medical fitness. Applicants for the following licences and authorisations shall hold a current and appropriate medical certificate issued under this part in order for their licence or authorisation to be valid:
 - (1) Student pilot licence,
 - (2) Private pilot licence,
 - (3) Commercial pilot licence,
 - (4) Airline transport pilot licence,

2.2.1.8 CERTIFICATE OF TEST OR EXPERIENCE

- (a) The privileges of a pilot's licence may only be exercised in aircraft specified in the Aircraft Rating and in respect of which the licence also contains a valid certificate of test or valid certificate of experience as appropriate to the privileges being exercised.
- (b) Certificate of test (C of T) . A certificate of test shall be signed by a person authorised by the DCA to sign certificates of this kind and shall certify the following particulars:-
 - (1) The functions to which the certificate relates.
 - (2) That the person signing the certificate is satisfied that on a date specified in the certificate the holder of the licence or personal flying logbook of which the certificate forms part, as the case may be, passed an appropriate test of his or her ability to perform the functions to which the certificate relates;
 - (3) The type of aircraft or flight simulator in or by means of which the test was conducted;
 - (4) The date on which it was signed.

- (c) Certificate of experience (C of E) . A certificate of experience shall be signed by a person authorised by the DCA to sign such a certificate and shall certify the following particulars:-
 - (1) The functions to which the certificate relates.
 - (2) In the case of a pilot ,that on the date on which the certificate was signed the holder of the licence or personal flying logbook to the person signing the certificate and satisfied him that he had appropriate experience on the capacity to which his licence relates within the appropriate period.
 - (3) In the case of a pilot ,the type or types of aircraft in which the experience was gained.
 - (4) The date on which it was signed.
- (d) The period of validity. The period of validity of the certificate of test (C of T) and certificate of experience (C of E) is 12 month.

2.2.2 LANGUAGE PROFICIENCY

- (a) Pilots and air traffic controllers shall demonstrate the ability to speak and understand the language used for radio telephony communications in Myanmar and in the English language.
- (b) The pilots shall demonstrate the ability to speak and understand the language used for radiotelephony communications in Myanmar and in the English language to least the Operational Level (Level 4) with the aim to speak at the Expert Level (Level 6) as specified in the language proficiency requirements in IS 2.2.2.
- (c) The language proficiency of pilots shall be formally evaluated at intervals in accordance with an individual's demonstrated proficiency level as follows:
 - (1) Those demonstrating language proficiency at the Operational Level (Level 4) shall be evaluated at intervals not greater than 3 years;
 - (2) Those demonstrating language proficiency at the Extended Level (Level 5) shall be evaluated at intervals not greater than 6 years; and
 - (3) Those demonstrating language proficiency at the Expert Level (Level 6) shall be exempt from further language evaluation.
- (d) Implementing Standard IS 2.2.2 contains the detailed requirements for language proficiency.
- (e) A pilot whose language proficiency is certified below Operational Level (Level 4) is was limited to fly in domestic flight only or not permitted to exercise his/her privileges granted under his/her respective flight crew licence unless he attains at least Level 4 proficiency.

2.2.3 CREDIT FOR MILITARY COMPETENCY

2.2.3.1 CREDIT FOR MILITARY PILOTS

- (a) Pilot licences. Except for a rated military pilot or former military pilot who has been removed from flying status for lack of proficiency, or because of disciplinary action involving aircraft operations, a rated military pilot or former rated military pilot who meets the requirements of IS 2.2.3.1 may apply, on the basis of his or her military training, for:
 - (1) A CPL/ATPL;
 - (2) A rating in the category and class of aircraft for which that military pilot is qualified;
 - (3) An instrument rating with the appropriate category rating for which that military pilot is qualified; and

- (4) A type rating that registered in Myanmar Civil Aviation .
- (b) The testing required by a military pilot seeking a licence or rating is as follows:
 - (1) If the applicant has been on active flight status within the past 12 months of application, pass a knowledge test on:
 - (i) Air law;
 - (ii) Aircraft general knowledge;
 - (iii) Flight performance and planning;
 - (iv) Human performance;
 - (v) Meteorology;
 - (vi) Navigation;
 - (vii) Operational Procedures;
 - (viii) Principle of flight;
 - (ix) Radiotelephony.
 - (2) If the applicant has not been on active flight status within the past 12 months of application, pass both a knowledge and skill test.

2.2.4 VALIDATION AND CONVERSION OF FOREIGN LICENCES, RATINGS, AUTHORISATIONS AND CERTIFICATES

2.2.4.1 VALIDATION OF FLIGHTCREW LICENCES

- (a) General requirements for validation.
 - (1) A person who holds a current and valid pilot licence issued by another Contracting State in accordance with ICAO Annex 1 may apply for a validation of such licence for use on aircraft registered in Myanmar.
 - (2) The applicant for the validation certificate shall present to the DCA the foreign licence and evidence of the experience required by presenting the record (e.g. logbook).
 - (3) The applicant for the validation certificate shall present to the DCA evidence that he/she holds either a current medical certificate issued under Part 2 or a current medical certificate issued by the Contracting State that issued the applicant's licence.
 - (i) The DCA may allow the applicant to use his/her foreign medical certificate with the validation certificate provided that the medical certification requirements on which the foreign medical certificate was issued meet the requirements of Part 2, relevant to the licence held.
 - (4) The applicant for the validation certificate shall present to the DCA evidence of language proficiency in the language of English as specified in 2.2.2 or shall demonstrate to the DCA the language proficiency skills as specified in 2.2.2.
 - (i) The validation shall be limited for use on Myanmar registered aircraft for use within Myanmar if the pilot is not proficient in the English language, as required by 2.2.2.
 - (5) DCA will verify the authenticity of the licence, ratings authorisations and the medical certificate with the state of licence issue prior to issuing the validation.
 - (6) The DCA will only validate ratings or authorisations on the foreign licence together with the validation of a licence
 - (7) The DCA may issue a validation certificate which will be valid for six months, provided the foreign licence, ratings or authorisations and the medical certificate remains valid.

- (b) Validation certificate with PPL privileges.
 - (1) In addition to the requirements in item (a) above, the applicant for the validation certificate with PPL privileges shall have a foreign licence with at least PPL privileges.
- (c) Validation certificate with PPL/IR, CPL, CPL/IR, MPL, ATPL privileges. In addition to the requirements in item (a) above, the applicant for a validation certificate for either a PPL/IR, CPL, CPL/IR, MPL, ATPL privileges, shall have the relevant foreign licence and meet the following requirements:
 - (1) The applicant for the validation certificate shall demonstrate, to the satisfaction of the DCA and relevant to the licence to be validated, knowledge of Myanmar's:
 - (i) Air Law;
 - (2) The applicant for the validation certificate shall complete a skill test for the relevant licence and ratings that he or she wants to be validated relevant to the privileges of the licence held; and
 - (3) Comply with the experience requirements set out in the table below:

Licence	Experience	Validation Privileges
ATPL(A)	> 1 500 hours as PIC in multi-pilot * certificated aeroplanes	Commercial air transport in multi-pilot aeroplanes as PIC
ATPL(PL)	>1500 hours as PIC in multi-pilot certificated powered-lift or 1500 hours in multi-pilot operations in a combination of powered-lift; aeroplane and helicopter aircraft as acceptable to the DCA	Commercial air transport in multi-pilot powered-lift as PIC
ATPL(H)	>1 000 hours as PIC on multi-pilot helicopters	Commercial air transport multi-pilot helicopters as PIC
ATPL(A) or CPL(A)/IR	> 500 hours as PIC or co-pilot on multi-pilot aeroplanes	Commercial air transport in multi-pilot aeroplanes as co-pilot
ATPL(PL) or CPL(PL)/IR	> 500 hours as PIC or co-pilot on multi-pilot powered-lift	Commercial air transport in multi-pilot powered-lift as co-pilot
ATPL(H) or CPL(H)/IR	> 500 hours as PIC or co-pilot on multi-pilot helicopters	Commercial air transport in multi-pilot helicopters as co-pilot
CPL(A)/IR	> 1 000 hours as PIC in commercial air transport since gaining an IR	Commercial air transport in single-pilot aeroplanes as PIC
CPL(H)/IR	> 1 000 hours as PIC in commercial air transport since gaining an IR	Commercial air transport in single-pilot helicopters as PIC
CPL(A)	> 700 hours in aeroplanes other than gliders, including 200 hours in the activity role for which validation is sought, and 50 hours in that role in the last 12 months	Activities in aeroplanes other than commercial air transport
CPL(H)	> 700 hours in helicopters including 200 hours in the activity role for which validation is sought, and 50 hours in that role in the last 12 months	Activities in helicopters other than commercial air transport
CPL(PL)	>700 hours in powered-lift (or combination of powered-lift, aeroplane and helicopter as acceptable to the DCA) including 200 hours in the activity role for which validation is sought, and 50 hours in that role in the last 12 months	Activities in powered-lift other than commercial air transport

Licence	Experience	Validation Privileges
CPL(AS)	> 250 hours as PIC in commercial air transport including 50 hours in AS within the last 12 months	Commercial air transport in airships as PIC under IR and VFR conditions
CPL(B)	>50 hours as PIC in commercial air transport of which 35 hours in B within the last 12 months	Commercial air transport in balloons as PIC
CPL(G)	>250 hours as PIC in commercial air transport, including of which 50 must be in G within the past 12 months	Commercial air transport in gliders as PIC
MPL(A)	>250 as co-pilot of turbine-powered air transport aeroplanes certificated for operations with a minimum crew of at least two pilots operated in commercial air transport within the past 12 months	Commercial air transport in turbine - powered air transport aeroplanes certificated for operations with a minimum crew of at least two pilots as co-pilot
PPL(A)/IR	> 100 hours PIC instrument flight time	Private flights under IFR
PPL(H)/IR	> 100 hours PIC instrument flight time	Private flights under IFR
PPL(PL)/IR	> 100 hours PIC instrument flight time	Private flights under IFR

Note 1: The term multi-pilot is used to indicate experience in an aircraft required to be operated with a co-pilot. (For example, see ICAO Annex 1: 2.6.1.3.1.).

Note 2: > = greater than

2.2.4.2 CONVERSION OF FLIGHTCREW LICENCES

- (a) Conversion of a foreign pilot licence for issuance of a PPL by Myanmar. A person who holds a current and valid pilot licence with at least PPL privileges, issued by another Contracting State in accordance with ICAO Annex 1, may apply for a conversion and be issued with a PPL for use on aircraft registered in Myanmar provided the following requirements are met.
- (1) The holder shall:
- (i) present to the DCA the foreign licence, evidence of experience required by presenting the record (e.g. logbook) and current medical certificate;
 - (ii) present to the DCA evidence of language proficiency in the language of Myanmar and in English as specified in 2.2.2 or shall demonstrate to the DCA the language proficiency skills as specified in 2.2.2;
 - (iii) obtain a Class 2 medical certificate issued under this Part;
 - (iv) demonstrate, to the satisfaction of the DCA and relevant to the licence to be converted, knowledge of Myanmar's:
 - (A) Air Law;
 - (v) complete a PPL skill test.
- (2) The DCA will verify the authenticity of the licence, ratings, authorisations and the medical certificate with the state of licence issue prior to converting the licence.

- (b) Conversion of PPL/IR, CPL, CPL/IR, MPL and ATPL licences, which have been validated in accordance with paragraph 2.2.4.1.
- (1) The holder of a current and valid foreign CPL, CPL/IR, MPL and ATPL licence issued by another Contracting State in accordance with ICAO Annex 1, and appropriate medical certificate, may apply for conversion to the appropriate licence and ratings issued by Myanmar provided the following requirements are met:
- (i) The applicant is the holder of a current validation certificate issued under 2.2.4.1 but Myanmar nationals are exempted ;
 - (ii) The applicant has completed 200 flight hours in a Myanmar registered aircraft which are operated by an operator established in Myanmar exercising the privileges granted by the validation certificate,
 - (iii) The applicant for the conversion shall present to the DCA the foreign licence and evidence of the 200 flight hours by presenting the record (e.g. logbook); and
 - (iv) The applicant shall hold or obtain a medical certificate issued under this Part, appropriate to the level of licence to be converted.
 - (v) Ratings listed on a person's foreign pilot licence that have been validated in accordance with paragraph 2.2.4.1, may be placed on that person's converted licence.
- (2) The holder of a current and valid foreign PPL/IR issued by another Contracting State in accordance with ICAO Annex 1, and appropriate medical certificate, may apply for conversion to the appropriate licence and ratings issued by Myanmar provided the following requirements are met:
- (i) The applicant is the holder of a current validation certificate issued under 2.2.4.1;
 - (ii) The applicant has completed 75 flight hours in a Myanmar registered aircraft in Myanmar exercising the privileges granted by the validation certificate,
 - (iii) The applicant for the conversion shall present to the DCA the foreign licence and evidence of the 75 flight hours by presenting the record (e.g. logbook); and
 - (iv) The applicant shall hold or obtain a medical certificate issued under this Part, appropriate to the level of licence to be converted.
 - (v) Ratings listed on a person's foreign pilot licence that have been validated in accordance with paragraph 2.2.4.1, may be placed on that person's converted licence.

2.2.4.3 VALIDATION OF FLIGHTCREW LICENCES BY RELIANCE UPON THE LICENSING SYSTEM OF ANOTHER CONTRACTING STATE

- (a) Notwithstanding paragraphs 2.2.4.1 and 2.2.4.2, the DCA may issue a validation certificate with the applicable ratings to the holder of a current and valid foreign licence and current medical certificate, provided:
- (1) the licence is issued by another ICAO Contracting State;
 - (2) the DCA is convinced that the licence has been issued on the basis of at least Part 2;
 - (3) there is an agreement between the DCA and the other Contracting State about recognition of licences and, if applicable, keeping the licences and ratings current and valid; and

-
- (4) the applicant for the validation certificate shall demonstrate, to the satisfaction of the DCA and relevant to the licence, knowledge of Myanmar's:
 - (i) Air law;
 - (b) The applicant for the validation certificate shall present to the DCA the:
 - (1) Foreign licence and evidence of the currency of the licence by presenting the record (e.g. logbook).
 - (2) Medical certificate relevant to the licence to be validated, provided that the foreign medical certificate meets the requirements of Part 2.
 - (3) Evidence of language proficiency in the language of Myanmar and in English as specified in paragraph 2.2.2 or shall demonstrate to the DCA the language skills as specified in paragraph 2.2.2.
 - (c) The DCA will verify the authenticity of the licence, ratings, authorisations and the medical certificate with the State of Licence issue prior to issuing the validation.
 - (d) The DCA may issue a validation certificate which will be valid for six months, provided the foreign licence, ratings, authorisations and medical certificate remains valid.
 - (e) The IS 2.2.4.3 contains procedures for validation of flight crew licences by reliance upon the licensing system of another ICAO Contracting State.

2.2.4.4 CONVERSION OF FLIGHTCREW LICENCES BY RELIANCE UPON THE LICENSING SYSTEM OF ANOTHER CONTRACTING STATE

- (a) Notwithstanding paragraphs 2.2.4.1 and 2.2.4.2, the DCA may issue a licence with the applicable ratings to the holder of a current and valid foreign licence, provided:
 - (1) the licence is issued by another ICAO Contracting State;
 - (2) the DCA is convinced that the licence has been issued on the basis of at least Part 2; and
 - (3) there is an agreement between the DCA and the other Contracting State about recognition of licences.
- (b) The applicant for the conversion shall present to the DCA the:
 - (1) foreign licence and evidence of the currency of the licence by presenting the record (e.g. logbook);
 - (2) medical certificate relevant to the licence if the medical certificate is to be converted or medical certificate issued under Part 2 relevant to the licence sought; and
 - (3) Evidence of language proficiency in the language of Myanmar and in English as specified in paragraph 2.2.2 or shall demonstrate to the DCA the language skills as specified in paragraph 2.2.2.
- (c) The applicant shall demonstrate, to the satisfaction of the DCA and relevant to the licence to be converted, the knowledge of Myanmar's:
 - (1) Air law;
- (d) The DCA will verify the authenticity of the licence, ratings, authorisations and the medical certificate with the State of Licence issue prior to issuing the licence.

- (e) The IS 2.2.4.4 contains procedures conversion of flightcrew licences by reliance upon the licensing system of another ICAO Contracting State.

2.2.4.5 VALIDATION IN CASE OF LEASED, CHARTERED OR INTERCHANGED AIRCRAFT

- (a) The requirements stated in 2.2.4.1 shall not apply where aircraft, registered in Myanmar are leased to, chartered by or interchanged by an operator of another Contracting State, provided that during the term of the lease the State of the Operator has accepted the responsibility for the technical and/or operational supervision in accordance with Art. 83 bis of the ICAO Convention.
- (b) The licences of the flight crew of the other Contracting State may be validated, provided that the privileges of the flight crew licence validation are restricted for use during the lease, charter or interchange period only on nominated aircraft in specified operations not involving a Myanmar operator, directly or indirectly through a wet lease or other commercial arrangement.
- (c) The DCA will verify the authenticity of the licence, ratings, authorisations, including the English language proficiency endorsement of at least Level 4, and the medical certificate, with the State of Licence issue prior to issuing the validation.

2.2.4.6 TEMPORARY VALIDATION OF NON-MYANMAR PILOT LICENCES HELD BY MANUFACTURER PILOTS

- (a) In circumstances where validation of a non-Myanmar pilot licence is need to fulfil specific tasks of finite duration, the DCA may issue a temporary validation of such a licence for those tasks as described in this paragraph.
- (b) Notwithstanding the requirements contained in Sections 2.2.4.1, 2.2.4.2, 2.2.4.3 or 2.2.4.4, the DCA may temporarily validate a licence issued by another ICAO Contracting State in accordance with the provisions of ICAO Annex 1, including an instructor rating or examiner authorisation issued by that State, provided that the holder of the licence shall:
 - (1) Possess an appropriate licence, medical certificate, type ratings and qualifications, to include instructor or examiner qualifications, valid in the State of licence issue for the duties proposed;
 - (2) Demonstrate, to the satisfaction of the DCA and relevant to the licence to be validated, knowledge of Myanmar's:
 - (i) Air law;
 - (3) Provide evidence of language proficiency in the language of English as specified in paragraph 2.2.2 or shall demonstrate to the DCA the language skills as specified in paragraph 2.2.2.
 - (4) Be employed by an aircraft manufacturer or Approved Training Organisation located outside Myanmar performing training on behalf of an aircraft manufacturer; and
 - (5) Be limited to performing flight instruction and testing for initial issue of type ratings, the supervision of initial line flying by the pilots of an operator in Myanmar, delivery or ferry flights, initial line flying, flight demonstrations or test flights.
- (c) Whenever conducting or supervising line flying, the pilot shall also be required to meet the relevant requirements of Part 8.
- (d) Myanmar will verify the authenticity of the licence, ratings, authorisations and medical certificate with the State of licence issue prior to issuing the temporary validation.
- (e) The duration of the temporary validation shall be for six months.

2.2.5 TRAINING AND TESTING REQUIREMENTS

2.2.5.1 DOCUMENTATION OF TRAINING AND AERONAUTICAL EXPERIENCE

- (a) Each person shall document and record the following in a manner acceptable to the DCA:
 - (1) Training and/or experience used to meet the requirements for a licence, rating, endorsement and/or authorisation of Part 2; and
 - (2) The experience required to show the maintaining of recency of aeronautical experience according to the requirements of Part 2.

2.2.5.2 TRAINING CONDUCTED IN AN APPROVED TRAINING ORGANISATION

- (a) Approved training for aviation personnel licences shall be conducted within an approved training organisation.
- (b) The DCA may approve a training programme for a licence, rating, authorisation or endorsement that allows an alternative means of compliance with the experience requirements prescribed in this Part when training is conducted within an Approved Training Organisation under special curricula approved by the DCA under Part 3.
- (c) Prior to authorizing an alternative means of compliance that permits an Approved Training Organization to conduct training, which does not meet the normal prescribed experience requirements, the DCA shall ensure that the approved training programme provides a level of competency at least equal to that provided by the minimum experience requirements for personnel not receiving such approved special curricula.
- (d) Part 3 prescribes the requirements for certifying and administering Approved Training Organisations for conducting approved training.

2.2.5.3 USE OF FLIGHT SIMULATION TRAINING DEVICES

- (a) Except as specified in paragraph (b) of this subsection, no flight crew may receive credit for use of any flight simulation training device for satisfying any training, testing, or checking requirement of this part unless that flight simulator or flight training device is approved by the DCA for—
- (b) The training, testing, and checking for which it is used;
- (c) Each particular maneuver, procedure, or crewmember function performed; and
- (d) The representation of the specific category and class of aircraft, type of aircraft, particular variation within the type of aircraft, or set of aircraft for certain flight training devices.
- (e) The flight simulation training device shall have the same technology for the basic flight instruments (attitude indicator, airspeed, altimeter, and heading reference) as those of the aircraft used by the operator.
- (f) Operators that have electronic/glass displays shall use simulators that have electronic/glass displays.
- (g) Operators that have standard instruments shall use simulators that have standard instruments.
- (h) Operators shall not conduct differences training on variant training on aircraft that have electronic glass displays with aircraft that have standard instruments.
- (i) The DCA may approve a device other than a flight simulation training device for specific purposes.

- (j) The use of a flight simulation training device for performing training, testing and checking for which a flight crewmember is to receive credit, shall be approved by the DCA, which shall ensure that the flight simulation training device is appropriate to the task.

2.2.5.4 KNOWLEDGE AND SKILL TESTS AND CHECKS: TIME, PLACE, DESIGNATED PERSONS AND FORMAT

- (a) Knowledge and Skill Tests and Checks prescribed by or under Part 2 are given at times, places, and by persons authorised and designated by the DCA.
- (b) The knowledge test will be performed in written or computer format, except for the knowledge test for an instructor licence or an additional instructor rating within the same aircraft category, which may be performed orally.
- (c) In addition to the written knowledge test, candidates may be questioned orally during the skill test, as appropriate.

2.2.5.5 KNOWLEDGE AND SKILL TESTS AND CHECKS—PREREQUISITES, PASSING GRADES AND RETESTING AFTER FAILURE

- (a) An applicant for a knowledge test or a skill test shall have received any required endorsement as specified in this Part for the applicable licence, rating or authorisation to show that the applicant has met the training and/or experience requirements to take the knowledge or skill test.
- (b) An applicant for a knowledge or skill test shall receive written authorisation from the DCA to take, or retake, the test.
- (c) An applicant shall show proper identification in the form of a Government issued identification document at the time of application that contains the applicant's:
 - (1) Photograph;
 - (2) Signature;
 - (3) Date of birth, which shows the applicant meets or will meet the age requirements of Part 2 for the licence sought before the expiration date of the airman knowledge test report; and
 - (4) Actual residential address, if different from the applicant's mailing address.
- (d) The DCA will specify the minimum passing grades.
- (e) An applicant shall, before attempting the skill test for a licence or rating:
 - (1) Have passed the required knowledge test within the 24 calendar-month period preceding the month the applicant successfully completes the skill test; or
 - (2) If an applicant for an ATPL has passed the ATP knowledge test within a period of based on the validity period of the medical certificate before successfully completing the ATP skill test, provided that the applicant is, and has been continuously, employed as a flight crewmember by a certificate holder under Part 1 at the time of the ATP skill test; and
- (f) If the applicant is required to take a segmented skill test using a flight simulation training device and an aircraft, the flight simulation training device must be approved by the DCA.
 - (1) Retesting after failure of a test.
 - (2) An applicant for a knowledge or skill test who fails that test may reapply to retake the test only after the applicant has received:
 - (3) The necessary training from an authorised instructor who has determined that the applicant is proficient to pass the test; and

- (4) An endorsement from an authorised instructor who gave the applicant the additional training.
- (5) An applicant for a flight instructor licence with an aeroplane category rating or, for a flight instructor licence with a glider category rating, who has failed the skill test due to deficiencies in instructional proficiency on stall awareness, spin entry, spins, or spin recovery shall—
- (6) Comply with the requirements of paragraph (f)(1) of this subsection before being retested;
- (7) Bring an aircraft to the retest that is of the appropriate aircraft category for the rating sought and is certified for spins; and
- (8) Demonstrate satisfactory instructional proficiency on stall awareness, spin entry, spins, and spin recovery to an examiner during the retest.

2.2.5.6 RELIANCE ON TRAINING AND TESTING IN ANOTHER CONTRACTING STATE

- (a) The DCA may rely on the training and/or testing system administered by another Contracting State as the basis for its own approved training curriculum, including the administration of written and/or skill test requirements for airman licences provided that the DCA has an agreement with the other Contracting State whose training and/or testing system is used.
- (b) The applicant shall apply for and receive written approval from the DCA prior to receiving training and/or testing in a system administered by another Contracting State

2.2.6 INSTRUCTOR REQUIREMENTS—GENERAL

- (a) All applicants for instructor licences and ratings or authorisations shall, in addition to specific requirements contained in this Part, have received and logged training from an authorised instructor on the fundamentals of instructing and have passed a knowledge test on the following areas of instructing:
 - (1) Techniques of applied instruction;
 - (2) Assessment of student performance in those subjects in which ground instruction is given;
 - (3) The learning process;
 - (4) Elements of effective teaching;
 - (5) Student evaluation and testing, training philosophies;
 - (6) Training programme development;
 - (7) Lesson planning
 - (8) Classroom instructional techniques;
 - (9) Use of training aids, including flight simulation training devices as appropriate;
 - (10) Analysis and correction of student errors;
 - (11) Human performance relevant to flight instruction;
 - (12) Hazards involved in simulating system failures and malfunctions in the aircraft; and
 - (13) Principles of threat and error management.

- (b) The following applicants do not need to comply with paragraph (a) of this subsection –
 - (1) The holder of an instructor licence or authorisation issued under this part who has already passed the knowledge test in the areas of instructing;
 - (2) The holder of a current teacher's certificate issued by DCA that authorises the person to teach at a secondary educational level or higher; or
 - (3) A person who provides evidence of an equivalent level of experience acceptable to the DCA.

2.2.7 DESIGNATED EXAMINERS

- (a) The DCA may designate private individuals to act as representatives of the Director General of Civil Aviation in examining, inspecting, and testing persons and aircraft for the purpose of issuing flight crew and aircraft licences, ratings and certificates.
- (b) The specific requirements for each type of designated examiner are contained in the appropriate licensing section of Part 2 related to the licensing requirements of the persons to be examined.
- (c) The DCA will issue each designated examiner a certificate of designated DCA and a designee identification card specifying the kinds of designation for which the individual is qualified and the duration of the designation.

2.2.8 SPECIFICATIONS AND FORMAT OF THE LICENCE

- (a) The licence shall be made of a suitable material as listed in ICAO Annex 1: 5.1.2.
- (b) The licence format shall be in a form and manner prescribed by the DCA.
- (c) The items required on the licence are indicated in IS 2.2.8.
- (d) The licence shall contain the expiration date of the licence and ratings.
- (e) The licence shall be issued in the language of Myanmar and shall include an English translation.

2.2.9 SUSPENSION OR REVOCATION OF A LICENCE, RATING, AUTHORISATION OR CERTIFICATE

2.2.9.1 SUSPENSION OF A LICENCE, RATING AUTHORISATION OR VALIDATION CERTIFICATE

- (a) If, in accordance with the Rule No:19 of the Myanmar Aircraft Rules(1937) the DCA determines that the interests of safety require that a licence, rating, authorisation or certificate must be suspended, the DCA may act as follows:
 - (1) If the DCA discovers facts indicating either a lack of competency or lack of qualification, the DCA may, require an applicant for or the holder of any licence, rating, authorisation, or validation certificate to retake all or part of the knowledge or practical tests required for any licence, rating, authorisation, or validation certificate at issue, renewal or re-issue. The DCA may suspend the validity of any such licence, rating, authorisation and/or validation certificate pending the results of such re-testing.
 - (2) A person whose licence, rating, authorisation, or certificate has been amended, modified, suspended, or revoked shall be provided with notice and an opportunity to be heard in accordance with Part 9: 1.3.
 - (3) After notifying the person involved, in writing, stating the reasons for such action, the DCA may also suspend the validity of any licence, rating, authorisation and/or validation certificate in the following cases:
 - (i) During the investigation of an aircraft disaster or incident;

- (ii) In cases of proven misconduct, recklessness or excessive carelessness;
 - (iii) If the holder has acted in contradiction to his or her privileges; and/or
 - (iv) pending the investigation of a suspected violation of these regulations or the aviation law under which these regulations are affected.
- (4) Once the suspension is effective, the person involved shall immediately cease exercising the privileges of the affected licence, certificate, rating, or authorisation. The person involved shall surrender to the DCA all licences or validation certificates in his or her possession that are subject to the suspension within 8 days of receiving the notification of the order. If the person fails to surrender the documents under suspension, the DCA may revoke all such certificate(s) held by that person.
- (5) When a suspension is limited to one or more ratings mentioned on the licence or validation certificate, the DCA shall provide the person involved with a new licence or validation certificate omitting all ratings which are subject to the suspension.
- (6) The DCA may cancel a suspension in the following cases:
- (i) If person under suspension has taken and passed the knowledge or practical tests required for any licence, rating, or authorisation at issue indicated in (a);
 - (ii) If the person involved has gained the required additional experience; or
 - (iii) By revocation of the licence, rating, authorisation and/or validation certificate.
- (7) Once the suspension has been cancelled, other than by revocation, the DCA shall issue the person involved a new licence or validation certificate.

2.2.9.2 SUSPENSION OF A MEDICAL CERTIFICATE

- (a) In case of doubt concerning the medical fitness of the holder of a medical certificate the DCA may determine that the person involved shall again repeat a complete or partial medical examination, and may suspend the validity of that medical certificate until the repeat examination is completed with favourable results.
- (b) The validity of a medical certificate may also be suspended in case of a temporary rejection on medical grounds.
- (c) The person holding the medical certificate will be notified in writing of a suspension stating the reasons for that suspension.
- (d) The person holding the suspended medical certificate shall surrender the medical certificate in his or her possession to the DCA within 8 days after the date of receiving the notification.
- (e) In cases in which the medical fitness of the person involved allows it, the DCA may provide the person with a suspended medical certificate of a particular class with a new medical certificate of a lower class.
- (f) A suspension may be lifted if the medical examination intended in (a) has been passed satisfactorily. If a suspension is lifted, the person involved shall receive a new medical certificate unless the medical certificate was revoked.

2.2.9.3 REVOCATION OF LICENCES, RATINGS AUTHORISATIONS OR CERTIFICATES

- (a) A licence, rating, authorisation or certificate shall be revoked if the holder has lost the skills for exercising the privileges mentioned in the document or fails to meet the appropriate medical standards as shown by the results of a medical examination or a test.

- (b) A licence, rating, authorisation and/or certificate may be revoked if the holder has made a statement contrary to the truth in obtaining or maintaining that licence, rating authorisation or certificate, or has provided incorrect data at a medical examination and/or test required for the issue, maintenance or renewal of the licence, rating, authorisation and certificate.
- (c) A licence, rating, authorisation or certificate shall be revoked in case of proven misconduct, recklessness or excessive carelessness. The holder of the licence will be notified in writing of the revocation with the reasons therefore.
- (d) A person who has had a licence or certificate revoked shall be obliged to hand over to the DCA all the licences or certificates in his or her possession applicable to the revocation within 8 days after the date of receiving notification from the DCA.
- (e) The person who has been denied the privilege to manipulate the controls of an aircraft by judgment of a court, shall be equally obliged to hand over to the DCA all licences and certificates in his or her possession within 8 days after he or she has taken cognisance of the judgment or after it can be reasonably assumed that he or she has taken cognisance thereof.

2.3 PILOT LICENCES, CATEGORIES, RATINGS, AUTHORISATIONS, ENDORSEMENTS, INSTRUCTORS FOR PILOT LICENSING, AND DESIGNATED PILOT EXAMINERS

2.3.1 GENERAL

2.3.1.1 APPLICABILITY

- (a) This Section prescribes the requirements for the issue, renewal and re-issue, if applicable, of pilot licences, ratings and authorisations.

2.3.1.2 GENERAL RULE CONCERNING LICENCES, RATINGS AND AUTHORISATIONS

- (a) An applicant shall, before being issued with any pilot licence, rating, authorisation or designation, meet such requirements in respect of age, knowledge, experience, flight instruction, skill, medical fitness and language proficiency as are specified for that licence, rating or authorisation.
- (b) A person shall not act either as PIC or as co-pilot of an aircraft in any of the categories unless that person is the holder of a pilot licence issued in accordance with the provisions of Part 2.
- (c) An applicant shall for renewal or re-issue of a licence, rating, authorisation or designation, meet the requirements as are specified for that licence, rating, authorisation or designation.

2.3.1.3 DCA TO ACT AS A FLIGHT CREWMEMBER

- (a) A person shall not act as a pilot flight crewmember of an aircraft registered in Myanmar unless a valid licence or a validation certificate is held showing compliance with the specifications of this Part 2 and appropriate to the duties to be performed by that person.
- (b) No person may act as the PIC or co-pilot of an aircraft unless that person holds the appropriate category, class and type rating for the aircraft to be flown.
- (c) During a skill test, the applicant acts as PIC but the safety pilot will intervene in safety situations.

2.3.1.4 CREDITING OF FLIGHT TIME

- (a) A student pilot or the holder of a pilot licence shall be entitled to be credited in full with all solo, dual instruction and PIC flight time towards the total flight time required for the initial issue of a pilot licence or the issue of a higher grade of pilot licence.
- (b) The holder of a pilot licence, when acting as co-pilot at a pilot station of an aircraft certificated for operation by a single pilot but required by Myanmar to be operated with a co-pilot shall be entitled to be credited with not more than 50 per cent of the co-pilot flight time towards the total flight time required for a higher grade of pilot licence. Myanmar may authorise that flight time be credited in full towards the total flight time required if the aircraft is equipped to be operated by a co-pilot and the aircraft is operated in a multi-crew operation.
- (c) The holder of a pilot licence, when acting as co-pilot at a pilot station of an aircraft certificated to be operated with a co-pilot, 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.
- (d) The holder of a pilot licence, when acting as PIC under supervision, shall be entitled to be credited in full with this flight time towards the total flight time required for a higher grade of pilot licence.

2.3.1.5 LIMITATION OF PRIVILEGES OF PILOTS WHO HAVE ATTAINED THEIR 60TH BIRTHDAY AND CURTAILMENT OF PRIVILEGES OF PILOTS WHO HAVE ATTAINED THEIR 65TH BIRTHDAY

- (a) No person who holds a pilot licence issued under this Part shall serve as a PIC in single pilot operations on a civil aircraft of Myanmar registry engaged in commercial air transport operations if the person has reached his or her 60th birthday.
- (b) For commercial air transport operations on a civil aircraft of Myanmar registry requiring more than one pilot, one pilot may be up to 65 years of age provided the other pilot is less than 60 years of age.

2.3.1.6 RECENT EXPERIENCE AND CURRENCY REQUIREMENTS

- (a) A pilot shall not operate an aircraft carrying passengers as PIC or co-pilot unless he or she has carried out at least three take-offs and three landings as pilot flying in an aircraft of the same type/class or variant of a type or a flight simulator of the aircraft type/class to be used, in the preceding 90 days.
- (b) The holder of a licence that does not include an instrument rating shall not act as PIC of an aircraft carrying passengers at night unless he or she has carried out at least three take-offs and three landings at night during the previous 90 days.
- (c) A pilot shall not operate an aircraft under IFR or in weather conditions less than the minimums prescribed for VFR flight unless within the preceding six months:
 - (1) The pilot had an instrument proficiency check on the maneuvers in IS 2.3.3.5 (IR SKILL TEST) or
 - (2) Has logged six hours instrument flight time including at least three hours in flight in the category of aircraft and has carried out six instrument approaches in either actual or simulated conditions.
- (d) Each person shall document and record the experience required to show recent flight experience.
- (e) Each pilot shall also meet the currency requirements in Part 8: 8.4 before operating an aircraft in Myanmar.

2.3.1.7 RECORDING OF FLIGHT TIME

- (a) Each person shall document and record the following time in a manner acceptable to the DCA as outlined in IS 2.3.1.7:
- (b) Training and experience used to meet the requirements for a licence, rating and authorisation of Part 2; and
- (c) The experience required to show recent flight experience according to the requirements of Part 2.

2.3.1.8 EXPIRY OF EXAMINATION AND LICENSE / RATINGS

- (a) Expiry of Examination
 - (1) An applicant who fails in a written test may not apply for re-testing until 30 days after the date he failed the test. However in the case of his first failure, may request for re-testing before the 30 days have expired upon presenting written statement from an instructor or operator instructor pilot certifying that he has given remedial flight instruction as appropriate to the applicant and finds him competent to pass the test.
 - (2) An applicant will be eligible for flight test within 12 months of his passing the ground test(s).
 - (3) After elapse of 12 months or more but not more than 24 months of passing written test, the applicant is required to undergo a refresher ground course with flight training to be eligible for the flight test.
 - (4) After elapse of 24 months of written test the candidate is required for a written test applicable to the initial ground course and flight training to be eligible for flight test(s).
- (b) Expiry of License/Rating(s). Where a license has not been renewed by the date of expiry, the validity of the license stands lapsed. A holder of the expired license shall not exercise the privileges of his license/ rating until he has either received his renewed license/rating or has got special approval from the DCA.
- (c) Renewal of expired license. To restore the validity of an expired license, the holder shall meet the requirements subject to the expiry period from the date of expiry as follows;
 - (1) For the period of 6 months, the applicant shall fulfill all the requirements necessary for the renewal of the license/ratings.
 - (2) If the duration is more than 6 months but less than 12 months, the applicant shall successfully complete approved refresher ground course and a flight test on type of the Aeroplane(s) or approved Flight Simulator.
 - (3) If the duration is more than 12 months but less than 24 months, the applicant shall successfully complete approved refresher ground course, flight training and flight test on the type of Aeroplane(s).
 - (4) If the duration is more than 24 months but less than 60 months, the applicant shall successfully complete all the requirements necessary for initial training on type, which includes, the approved ground course, DCA's examination, flight training with specified hours and a check-ride.
 - (5) If the duration is more than 60 months the applicant shall successfully complete all the requirements necessary for initial issue which includes;
 - (i) a current medical examination

- (ii) a certificate from a flying instructor certifying that the student has carried out sufficient refresher training covering the contents of the course syllabus approved for ATPL or CPL examination as relevant.
 - (iii) he/she shall successfully complete the examination on Aeronautical Information Publication, Flight Operation Requirements and Air Law.
 - (iv) while undergoing a new type conversion, he shall successfully complete the approved ground course and DCA examination on type.
 - (v) he shall undergo the flight training with at least;
 - A) in case of turbo-propeller powered Aeroplane, 10 hours for Pilot In Command and 8 hours for second in command.
 - B) in case of jet engine powered Aeroplane, 20 hours for Pilot In Command and 10 hours for co-pilot.
 - (vi) he shall have to successfully complete a check ride on type.
- (d) Re-issuance of license. Where a holder has misplaced, destroyed or mutilated a license beyond recognition, he is required to meet the following requirements for the issue of a duplicate license:
- (1) Application Form
 - (2) A copy of advertisement made on national news paper in case of a misplace license
 - (3) Fee to re-issue the license/rating.

2.3.2 CATEGORY, CLASS AND TYPE RATINGS, CATEGORY II/III AUTHORISATIONS, AND ENDORSEMENTS

2.3.2.1 GENERAL

- (a) The holder of a pilot licence shall not be permitted to act as PIC or as co-pilot of an aircraft unless the holder has received the applicable ratings, authorisations and/or endorsements as follows:
 - (1) The appropriate aircraft category rating specified in this Part;
 - (2) The appropriate class rating when required in accordance with in this Part;
 - (3) A type rating when required in accordance with this Part;
 - (4) An authorisation when required in accordance with this Part; or
 - (5) An endorsement when required in accordance with this Part.
- (b) The applicant shall meet the appropriate requirements of this Part for the aircraft rating, authorisation or endorsement sought.
- (c) When an applicant demonstrates skill and knowledge for the initial issue or re-issue of a pilot licence, the category and ratings appropriate to the class or type of aircraft used in the demonstration will be entered on the licence.
- (d) For the purpose of training, testing or specific special purpose non-revenue, non-passenger carrying flights, special authorisation may be provided in writing to the licence holder by the DCA in place of issuing the class or type rating in accordance with (a). This authorisation shall be limited in validity to the time needed to complete the specific flight.

2.3.2.2 CATEGORY RATINGS

- (a) The category of aircraft shall be endorsed on the licence as a rating.
- (b) Initial category rating.
 - (1) An applicant for a pilot's licence, after successfully meeting all requirements for the issuance of the licence as contained in this Part, shall receive the appropriate licence with the aircraft category, and if applicable, class or type rating endorsed on the licence.
- (c) Additional category ratings.
 - (1) Any additional category rating endorsed on a pilot licence shall indicate the level of licensing privileges at which the category rating is granted.
 - (2) The holder of a pilot licence seeking an additional category rating shall:
 - (i) Meet the requirements of this Part appropriate to the privileges for which the category rating is sought;
 - (ii) Have an endorsement in his/her logbook or training record from an authorised instructor that the applicant has been found competent in the required aeronautical knowledge and flight instruction areas;
 - (iii) Pass the required knowledge test; and
 - (iv) Pass the required skill test for the aircraft category, and if applicable, class rating being sought.
- (d) Privileges. Subject to compliance with the requirements specified in this Part, the privileges of the holder of a class rating are to act as a pilot on the class of aircraft specified in the rating.
- (e) The validity, renewal or reissue of the category rating will coincide with the requirements for validity, renewal or reissue of the licence, and if applicable class or type rating contained in this Part.

2.3.2.3 CLASS RATINGS

- (a) The class of aircraft, if applicable, shall be endorsed on the licence as a rating.
- (b) Initial class rating.
 - (1) An applicant for a pilot's licence, after successfully meeting all requirements for the issuance of the licence as contained in this Part, shall receive the appropriate licence with the aircraft category, class, and if applicable, type rating endorsed on the licence.
- (c) Additional class ratings.
 - (1) Any additional class rating endorsed on a pilot licence shall indicate the level of licensing privileges at which the class rating is granted.
 - (2) The holder of a pilot licence seeking an additional class rating shall:
 - (3) Meet the requirements of this Part appropriate to the privileges for which the class rating is sought;
 - (4) Have an endorsement in his/her logbook or training record from an authorised instructor that the applicant has been found competent in the required aeronautical knowledge and flight instruction areas;

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- (5) Pass the required knowledge test unless the applicant holds a class rating within the same category of aircraft, at the same level of pilot licence at either the private or commercial levels; and
 - (6) Pass the required skill test for the aircraft class rating being sought.
 - (d) Privileges. Subject to compliance with the requirements specified in this Part, the privileges of the holder of a class rating are to act as a pilot on the class of aircraft specified in the rating.
 - (e) Validity: Subject to compliance with the requirements specified in this Part, the validity period of:
 - (1) A multi-engine class rating is 1 calendar year.
 - (2) A single-engine class rating; balloon gas or balloon hot air rating is 2 calendar years.
 - (f) Renewal Timeframe
 - (1) For the renewal of a single-engine class rating, a balloon gas rating or a balloon hot air rating, the pilot shall:
 - (i) Within the preceding 24 calendar months, complete a proficiency check on areas of operation listed in the skill test that is applicable to the level of licence, category and class rating; and
 - (ii) Have completed 12 hours flight time within the 12 months preceding the expiry date.
 - (2) For the renewal of a multi-engine class rating the pilot shall:
 - (i) Within the preceding 12 calendar months, complete a proficiency check on the subjects listed in the skill test that is applicable to the level of licence, category and class rating; and
 - (ii) Have completed 10 route sectors within the 3 months preceding the expiry date.
 - (3) Where applicable the proficiency check shall include instrument procedures, including instrument approach and landing procedures under normal, abnormal and emergency conditions, including simulated engine failure.
 - (4) If a pilot takes the proficiency check required in this section in the calendar month before or the calendar month after the month in which it is due, the pilot is considered to have taken it in the month in which it was due for the purpose of computing when the next proficiency check is due.
 - (g) Re-issue. If the class rating has expired the applicant shall:
 - (1) Have received refresher training from an authorised instructor with an endorsement that the person is prepared for the required skill test; and
 - (2) Pass the required skill test for the applicable aircraft category and/or class.
 - (3) Where applicable the skill test shall include instrument procedures, including instrument approach and landing procedures under normal, abnormal and emergency conditions, including simulated engine failure.

2.3.2.4 TYPE RATINGS

- (a) The type rating shall be endorsed on the licence as a rating, including any limitations.
- (b) A pilot seeking an aircraft type rating to be added on a pilot licence shall:

- (1) Hold or concurrently obtain an instrument rating that is appropriate to the aircraft category, class or type rating sought;
 - (2) Have an endorsement in his or her logbook or training record from an authorised instructor that the applicant has been found competent in the required aeronautical knowledge and flight instruction areas;
 - (3) Pass the required skill test at the ATPL level, applying crew resource management concepts, applicable to the aircraft category, class and type rating being sought;
 - (i) Applicants seeking a private or commercial licence in an aircraft that requires a type rating shall also complete the applicable portions of either the PPL or CPL skill test in conjunction with the ATPL skill test.
 - (4) Perform the skill test under instrument flight rules unless the aircraft used for the skill test is not capable of the instrument maneuvers and procedures required for the skill test in which case the applicant may:
 - (5) Obtain a type rating limited to "VFR only," and
 - (6) Remove the "VFR only" limitation for each aircraft type in which the applicant demonstrates compliance with the ATPL skill test under instrument conditions.
- (c) Privileges. Subject to compliance with the requirements specified in this Part, the privileges of the holder of a type rating are to act as a pilot on the type of aircraft specified in the rating. When a type rating is issued limiting the privileges to act as co-pilot or limiting the privileges to act as pilot only during the cruise phase of flight, such limitation shall be endorsed on the rating.
- (d) Validity. Subject to compliance with the requirements in this Part, the validity period of a type rating is 1 calendar year.
- (e) Renewal. For the renewal of a type rating the pilot shall:
- (1) Within the preceding 12 calendar months, complete a proficiency check: in the areas of operation listed in the skill test for the appropriate category, type and if applicable class of aircraft.
 - (2) Have completed 10 route sectors within the 3 months preceding the expiry date.
 - (3) If a pilot takes the proficiency check required in this section in the calendar month before or the calendar month after the month in which it is due, the pilot is considered to have taken it in the month in which it was due for the purpose of computing when the next proficiency check is due.
- (f) Re-issue. If the type rating has been expired the applicant shall:
- (1) Have received refresher training from an authorised instructor with an endorsement that the person is prepared for the required skill test; and
 - (2) Pass the required skill test for the appropriate category, type and if applicable class of aircraft.

2.3.2.5 CATEGORY II AND III AUTHORISATION

- (a) The DCA will issue a Category II or Category III pilot authorisation by letter, to accompany the pilot's licence, when the pilot meets the requirements contained in paragraph and IS 2.3.2.5.
- (b) General.

- (1) A person, not flying for an AOC holder under Part 1, may not act as pilot of an aircraft during Category II or III operations unless that person holds a Category II or III pilot authorisation for that category, class or type of aircraft.
- (2) The applicant for a Category II or III pilot authorisation shall:
 - (3) Hold a pilot licence with an instrument rating or an ATPL; and
 - (4) Hold a category and class or type rating for the aircraft for which the authorisation is sought.
- (c) Knowledge. The applicant for a Category II or III pilot authorisation shall have completed the theoretical knowledge instruction on the subjects as listed in IS 2.3.2.5.
- (d) Experience. The applicant for a Category II or III pilot authorisation shall have at least:
 - (1) 50 hours of night flight time as PIC;
 - (2) 75 hours of instrument time under actual or simulated instrument conditions; and
 - (3) 250 hours of cross-country flight time as PIC.
- (e) Flight instruction. The applicant for a Category II or III pilot authorisation shall have completed the flight instruction on the areas of operation listed in IS 2.3.2.5.
- (f) Skill. The applicant for a Category II or III pilot authorisation shall pass a skill test including the areas of operation listed in IS 2.3.2.5.
- (g) Validity. Subject to compliance with the requirements specified in this Part, the validity period of a Category II and III authorisation is 6 months.
- (h) Renewal. For the renewal of a Category II or III pilot authorisation the pilot shall have completed a proficiency check including the areas of operation listed in IS 2.3.2.5.
- (i) Re-issue. If the Category II or the Category III have been expired the applicant shall:
 - (1) Have received refresher training from an authorised instructor with an endorsement that the person is prepared for the required skill test; and
 - (2) Pass the required skill test on the subjects listed in IS 2.3.2.5.

2.3.2.6 COMPLEX AEROPLANE ENDORSEMENT

- (a) No person shall act as pilot in command of a complex aeroplane, including a seaplane, unless the person has:
 - (1) Received and logged ground and flight training from an authorised instructor in a complex aeroplane or flight simulation training device that is representative of a complex aeroplane and has been found proficient in the operation and systems of the aeroplane; and
 - (2) Received a one-time endorsement in the pilot's logbook from an authorised instructor who certifies that person is proficient to operate a high performance aeroplane.

2.3.2.7 HIGH PERFORMANCE AEROPLANE ENDORSEMENT

- (a) No person shall act as pilot in command of a high performance aeroplane unless the person has:
 - (1) Received and logged ground and flight training from an authorised instructor in a high performance aeroplane or flight simulation training device that is representative of a high performance aeroplane and has been found proficient in the operation and systems of the aeroplane; and

- (2) Received a one-time endorsement in the pilot's logbook from an authorised instructor who certifies that person is proficient to operate a complex aeroplane.

2.3.2.8 HIGH ALTITUDE AIRCRAFT ENDORSEMENT

- (a) No person shall act as pilot in command of a pressurised aircraft capable of operating at high altitudes (an aircraft that has a service ceiling or maximum operating altitude, whichever is lower, above 25,000 MSL) unless the person has:
 - (1) Received and logged ground training from an authorised instructor and received an endorsement in the logbook from the instructor certifying the person has satisfactorily accomplished ground training in at least the in the following subjects:
 - (i) High-altitude aerodynamics and meteorology
 - (ii) Respiration
 - (iii) Effects, symptoms, and causes of hypoxia and any other high-altitude sickness;
 - (iv) Duration of consciousness without supplemental oxygen
 - (v) Effects of prolonged usage of supplemental oxygen
 - (vi) Causes and effects of gas expansion and gas bubble formation
 - (vii) Physical phenomena and incidents of decompression; and any other physiological aspects of high-altitude flight.
 - (b) Received and logged flight training from an authorised instructor and received an endorsement in the logbook from the instructor certifying the person has satisfactorily accomplished flight training in an aircraft or in a flight simulation training device that is representative of a pressurised aircraft, in at least the in the following subjects:
 - (i) Normal cruise flight operations while operating above 25,000 feet MSL;
 - (ii) Proper emergency procedures for simulated rapid decompression without actually depressurising the aircraft; and
 - (iii) Emergency descent procedures.

2.3.3 STUDENT PILOTS

2.3.3.1 GENERAL REQUIREMENTS

- (a) Age. The applicant for a student pilot licence shall be not less than 16 years of age.
- (b) Knowledge. The applicant for a student pilot licence shall receive and log ground training from an authorised instructor on the following subjects:
 - (1) Applicable sections of Part 2 for the category of aircraft to be flown and Part 8;
 - (2) Airspace rules and procedures for the aerodrome where the student will perform solo flight; and
 - (3) Flight characteristics and operation limitations for the make and model of aircraft to be flown.
- (c) Pre-solo flight instruction. Prior to conducting a solo flight, a student pilot shall have:

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- (1) Received and logged flight training for the manoeuvres and procedures applicable to the aircraft category including flight training in those manoeuvres and procedures at night, if the solo flight is to be conducted at night.
 - (2) Demonstrated satisfactory proficiency and safety, as judged by an authorised instructor, on the manoeuvres and procedures for the appropriate category, and class if applicable, of aircraft.
 - (d) Solo flight requirements: A student pilot shall not fly solo:
 - (1) Unless holding at least a Class 2 Medical Certificate; and
 - (2) Unless under the supervision of, or with the DCA of, a licensed flight instructor, and
 - (3) In international flight unless there is a special or general arrangement between Myanmar and the intended State of flight.
- 2.3.3.2 STUDENT PILOT MANOEUVRES AND PROCEDURES FOR PRE-SOLO FLIGHT TRAINING—AEROPLANE CATEGORY**
- (a) An applicant for a student pilot authorisation in the aeroplane category shall receive training in the manoeuvres and procedures contained in IS 2.3.3.2.
- 2.3.3.3 STUDENT PILOT MANOEUVRES AND PROCEDURES FOR PRE-SOLO FLIGHT TRAINING—HELICOPTER CATEGORY**
- (a) An applicant for a student pilot authorisation in the helicopter category shall receive training in the manoeuvres and procedures contained in IS 2.3.3.3.
- 2.3.3.4 STUDENT PILOT MANOEUVRES AND PROCEDURES FOR PRE-SOLO FLIGHT TRAINING—POWERED-LIFT CATEGORY**
- (a) An applicant for a student pilot authorisation in the powered-lift category shall receive training in the manoeuvres and procedures contained in IS 2.3.3.4.
- 2.3.3.5 STUDENT PILOT MANOEUVRES AND PROCEDURES FOR PRE-SOLO FLIGHT TRAINING—AIRSHIP CATEGORY**
- (a) An applicant for a student pilot authorisation in the airship category shall receive training in the manoeuvres and procedures contained in IS 2.3.3.5.
- 2.3.3.6 STUDENT PILOT MANOEUVRES AND PROCEDURES FOR PRE-SOLO FLIGHT TRAINING—BALLOON CATEGORY**
- (a) An applicant for a student pilot authorisation in the balloon category shall receive training in the manoeuvres and procedures contained in IS 2.3.3.6.
- 2.3.3.7 STUDENT PILOT MANOEUVRES AND PROCEDURES FOR PRE-SOLO FLIGHT TRAINING—GLIDER CATEGORY**
- (a) An applicant for a student pilot authorisation in the glider category shall receive training in the manoeuvres and procedures contained in IS 2.3.3.7.

2.3.4 PRIVATE PILOT LICENCE

2.3.4.1 GENERAL REQUIREMENTS

- (a) Age.
 - (1) The applicant for a PPL in all categories other than balloon and glider shall be not less than 17 years of age.
 - (2) The applicant for a PPL in the balloon or glider category shall be not less than 16 years of age.
- (b) Medical fitness. The applicant for a PPL shall hold a current Class 2 Medical Certificate as issued under this Part.
- (c) Knowledge areas. The applicant for a PPL shall receive and log ground training from an authorised instructor on the following subjects appropriate to the privileges granted to the holder of a private pilot licence and appropriate to the category of aircraft to be included on the licence:
 - (1) Air law:
 - (i) Rules and regulations relevant to the holder of a PPL; rules of the air; appropriate air traffic services practices and procedures.
 - (2) Aircraft general knowledge:
 - (i) Principles of operation and functioning of powerplants, systems and instruments.
 - (ii) Operating limitations of aeroplanes and the relevant category of aircraft and powerplants; relevant operational information from the flight manual or other appropriate document.
 - (iii) For helicopter and powered lift, transmission (power-trains) where applicable;
 - (iv) For airship and balloon, physical properties of gases.
 - (3) Flight performance and planning:
 - (i) Effects of loading and mass distribution on flight characteristics; mass and balance calculations.
 - (ii) Use and practical application of take-off or launching, landing and other performance data.
 - (iii) Pre-flight and en-route flight planning appropriate to private operations under VFR; preparation and filing of air traffic services flight plans; appropriate air traffic services procedures; position reporting procedures; altimeter setting procedures; operations in areas of high-density traffic.
 - (4) Human performance:
 - (i) Human performance relevant to the appropriate category of aircraft.
 - (ii) Principles of threat and error management.
 - (5) Meteorology:
 - (i) Application of elementary aeronautical meteorology; use of, and procedures for obtaining, meteorological information; altimetry; hazardous weather conditions.
 - (6) Navigation:

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- (i) Practical aspects of air navigation and dead-reckoning techniques; use of aeronautical charts.
 - (7) Operational procedures:
 - (i) Application of threat and error management to operational procedures.
 - (ii) Altimeter setting procedures.
 - (iii) Use of aeronautical documentation such as AIP, NOTAM, aeronautical codes and abbreviations.
 - (iv) Appropriate precautionary and emergency procedures, including action to be taken to avoid hazardous weather, wake turbulence and other operating hazards.
 - (v) In the case of the helicopter, and if applicable, powered lift, settling with power; ground resonance; retreating blade stall; dynamic roll-over and other operation hazards; safety procedures, associated with flight under visual meteorological conditions (VMC).
 - (8) Principles of flight:
 - (i) Principles of flight relating to the appropriate category of aircraft.
 - (9) Radiotelephony:
 - (i) Communications procedures and phraseology as applied to VFR operations; action to be taken in case of communication failure.
 - (d) Knowledge testing. The applicant for a PPL shall:
 - (1) Have received an endorsement for the knowledge test from an authorised instructor who:
 - (i) Conducted the training on the knowledge subjects; and
 - (ii) Certifies that the person is prepared for the required knowledge test.
 - (2) Pass the required written knowledge test on the knowledge areas listed in item (c).
 - (e) Experience and flight instruction. An applicant for a PPL shall have completed the experience and flight instruction requirements appropriate to the aircraft category as specified in this Part.
 - (f) Skill. The applicant for a PPL shall:
 - (1) Have received an endorsement from an authorised instructor who certifies that the person is prepared for the required skill test.
 - (2) Have demonstrated by passing a skill test the ability to perform as PIC of an aircraft, within the appropriate category areas of operation described in the appropriate IS listed below, with a degree of competency appropriate to the privileges granted to the holder of a PPL.
 - (3) Have demonstrated the ability to—
 - (i) Recognise and manage threats;
 - (ii) Operate the aircraft within its limitations;
 - (iii) Complete all manoeuvres with smoothness and accuracy;
 - (iv) Exercise good judgment and airmanship;
 - (v) Apply aeronautical knowledge; and

- (vi) Maintain control of the aircraft at all times in a manner such that the successful outcome of a procedure or manoeuvre is assured.
- (g) Privileges. Subject to compliance with the requirements specified in this Part, the privileges of the holder of a PPL shall be to act, but not for remuneration, as PIC or co-pilot of an aeroplane aircraft within the appropriate aircraft category engaged in non-revenue flights.
- (h) Validity. Subject to compliance with the requirements specified in this Part, the validity period of the licence is based on the validity period of the medical certificate. For renewal or reissue, see 2.2.1.7.

2.3.4.2 EXPERIENCE, FLIGHT INSTRUCTION AND SKILL TEST FOR THE PPL – AEROPLANE CATEGORY

- (a) Experience.
 - (1) The applicant for a PPL(A) shall have completed not less than 40 hours of flight time, or 35 hours if completed during a course of approved training, as pilot of aeroplanes, appropriate to the class rating sought. The DCA shall determine whether experience as a pilot under instruction in a flight simulation training device is acceptable as part of the total flight time of 40 or 35 hours, as the case may be. Credit for such experience shall be limited to a total of 5 hours if completed under instruction in flight simulation training device approved by the DCA.
 - (2) The applicant shall have completed in aeroplanes not less than 10 hours of solo flight time under the supervision of an authorised flight instructor, including 5 hours of solo cross-country flight time with at least one cross-country flight totaling not less than 270 km (150 NM) in the course of which full-stop landings at two different aerodromes shall be made.
 - (3) The holder of pilot licences in other categories may be credited with 10 hours of the total flight time as PIC towards a PPL(A).
- (b) Flight Instruction.
 - (1) The applicant for a PPL(A) shall receive and log not less than 20 hours of dual instruction from an authorised instructor on the subjects listed in IS 2.3.4.2. These 20 hours may include 5 hours completed in a flight simulation training device. The 20 hours of dual instruction shall include at least 5 hours of solo cross-country flight time with at least one cross-country flight totaling not less than 270 km (150 NM) in the course of which full-stop landings at two different aerodromes shall be made.
 - (2) The instructor shall ensure that the applicant has operational experience in at least the following areas to the level of performance required for the private pilot:
 - (i) Pre-flight operations, including mass and balance determination, aeroplane inspection and servicing;
 - (ii) Aerodrome and traffic pattern operations, collision avoidance precautions and procedures;
 - (iii) Control of the aeroplane by external visual reference;
 - (iv) Flight at critically slow airspeeds; recognition of, and recovery from, incipient and full stalls;
 - (v) Flight at critically high airspeeds; recognition of, and recovery from, spiral dives;

- (vi) Normal and cross-wind take-offs and landings;
 - (vii) Maximum performance (short field and obstacle clearance take-offs, short-field landings);
 - (viii) Flight by reference solely to instruments, including the completion of a level 180 degrees turn;
 - (ix) Cross-country flying using visual reference, dead reckoning and, where available, radio navigation aids;
 - (x) Emergency operations, including simulated aeroplane equipment malfunctions; and
 - (xi) Operations to, from and transmitting controlled aerodromes, compliance with air traffic services procedures, radiotelephony procedures and phraseology.
 - (xii) As further specified in IS 2.3.4.2.
- (3) If the privileges of the PPL(A) are to be exercised at night, the applicant shall have received 4 hours dual instruction in aeroplanes in night flying, including take-offs, landings and 1 hour of navigation.
- (c) The requirements for the skill test for the PPL(A) are included in IS 2.3.4.2.

2.3.4.3 EXPERIENCE, FLIGHT INSTRUCTION AND SKILL TEST FOR THE PPL—HELICOPTER CATEGORY

- (a) Experience.
- (1) The applicant for a PPL(H) shall have completed not less than 40 hours of flight time, or 35 hours if completed during a course of approved training, as a pilot of helicopters. The DCA shall determine whether experience as a pilot under instruction in a flight simulation training device is acceptable as part of the total flight time of 40 or 35 hours, as the case may be. Credit for such experience shall be limited to a total of 5 hours if completed under instruction in a flight simulation training device approved by the DCA.
 - (2) The applicant shall have completed in helicopter not less than 10 hours of solo flight time under the supervision of an authorised flight instructor, including 5 hours of solo cross-country flight time with at least one cross-country flight totaling not less than 180 km (100 NM) in the course of which landings at two different points shall be made.
 - (3) The holder of pilot licences in other powered aircraft categories may be credited with 10 hours of the total flight time as PIC towards a PPL(H).
- (b) Flight Instruction.
- (1) The applicant for a PPL(H) shall receive and log not less than 20 hours of dual instruction from an authorised instructor on the subjects listed in IS 2.3.4.3. These 20 hours may include 5 hours completed in a flight simulation training device. The 20 hours of dual instruction shall include at least 5 hours of solo cross-country flight time with at least one cross-country flight totaling not less than 180 km (100 NM) in the course of which landings at two different points shall be made.
 - (2) The instructor shall ensure that the applicant has operational experience in at least the following areas to the level of performance required for the private pilot:
 - (i) Recognise and manage threats and errors;

- (ii) Pre-flight operations, including mass and balance determination, helicopter inspection and servicing;
 - (iii) Aerodrome and traffic pattern operations, collision avoidance precautions and procedures;
 - (iv) Control of the helicopter by external visual reference;
 - (v) Recovery at the incipient stage from settling with power; recovery techniques from low-rotor rpm within the normal range of engine rpm;
 - (vi) Ground manoeuvring and run-ups; hovering; take-offs and landings – normal, out of wind and sloping ground;
 - (vii) Take-offs and landings with minimum necessary power; maximum performance take-off and landing techniques; restricted site operations; quick stops;
 - (viii) Cross-country flying using visual reference, dead reckoning and, where available, radio navigation aids including a flight of at least one hour;
 - (ix) Emergency operations, including simulated helicopter equipment malfunctions; autorotative approach and landing; and
 - (x) Operations to, from and transmitting controlled aerodromes, compliance with air traffic services procedures, radiotelephony procedures and phraseology.
 - (xi) If the privileges of the PPL(H) are to be exercised at night, the applicant shall have received 4 hours dual instruction in helicopters in night flying, including take-offs, landings and 1 hour of navigation.
- (c) The requirements for the skill test for the PPL(H) are included in IS 2.3.4.3.

2.3.4.4 EXPERIENCE, FLIGHT INSTRUCTION AND SKILL TEST FOR THE PPL – POWERED-LIFT CATEGORY

- (a) Experience.
- (1) The applicant for a PPL- Powered Lift shall have completed not less than 40 hours of flight time as pilot of powered lift. The DCA should determine whether such experience as a pilot under instruction in a flight simulation training device is acceptable as part of the total flight time of 40 hours.
 - (2) When the applicant has flight time as a pilot of aircraft in other categories, the DCA should determine whether such experience is acceptable and if so, the extent to which the flight time in item (a) may be reduced.
 - (3) The applicant shall have completed in a powered lift aircraft not less than 10 hours of solo flight time under the supervision of an authorised flight instructor, including five hours of solo cross-country flight time with at least one cross-country flight totaling not less than 270 km (150 NM) in the course of which full stop landings at two different aerodromes shall be made.
- (b) Flight Instruction. The applicant shall have received not less than 20 hours dual instruction from an authorised instructor in at least the following areas:
- (1) Recognise threat and error management;
 - (2) Pre-flight operations, including mass and balance determination, powered lift inspection and servicing;

- (3) Aerodrome and traffic operations, collision avoidance precautions and procedures;
 - (4) Control of the powered lift by external visual reference;
 - (5) Ground manoeuvring and run-ups; hover and rolling take-offs and climb out; hover and rolling approach and landings – normal, out of wind and slopping ground;
 - (6) Take-offs and landings with minimum necessary power; maximum performance take-off and landing techniques; restricted site operations; quick stops;
 - (7) Cross-country flying using visual reference, dead reckoning and, where available, radio navigation aids, including a flight of at least one hour;
 - (8) Emergency operations, including simulated powered lift equipment malfunctions; power of reconversion to autorotation and autorotative approach, where applicable; transmission and interconnect driveshaft failure, where applicable; and
 - (9) Operations to, from and transiting controlled aerodromes, compliance with air traffic services procedures, radiotelephony procedures and phraseology.
- (c) The requirements for the skill test for the PPL-powered-lift category are included in IS 2.3.4.4.

2.3.4.5 EXPERIENCE, FLIGHT INSTRUCTION AND SKILL TEST FOR THE PPL—AIRSHIP CATEGORY

- (a) Experience. The applicant for a PPL- Airship shall have completed not less than 25 hours of flight time as pilot of airships including at least:
- (1) Three hours of cross-country flight training in an airship with a cross-country flight totaling not less than 45 kilometres (25 NM);
 - (2) Five take-offs and five landings to a full stop at an aerodrome with each landing involving a flight in the traffic pattern of an aerodrome;
 - (3) Three hours of instrument time; and
 - (4) Five hours as pilot assuming the duties of the PIC under the supervision of the PIC.
- (b) Flight Instruction. The applicant shall have received dual instruction from an authorised instructor in at least the following areas:
- (1) Pre-flight operations, including mass and balance determination, airships inspections and servicing;
 - (2) Ground reference manoeuvres;
 - (3) Aerodrome and traffic pattern operations, collision avoidance precautions and procedures;
 - (4) Techniques and procedures for the take-off, including appropriate limitations, emergency procedures and signals used;
 - (5) Control of the airships by external visual reference;
 - (6) Take-offs and landings and go-around;
 - (7) Maximum performance (obstacle clearance) take-offs;
 - (8) Flight by reference solely to instruments, including the completion of a level 180 degree turn;

- (9) Navigation, cross-country flying using visual reference, dead reckoning and radio navigation aids;
 - (10) Emergency operations (recognition of leaks), including simulated airship equipment malfunctions; and
 - (11) Radiotelephony procedures and phraseology.
- (c) The requirements for the skill test for the PPL—Airship are included in IS 2.3.4.5.

2.3.4.6 EXPERIENCE, FLIGHT INSTRUCTION AND SKILL TEST FOR THE PPL—BALLOON CATEGORY

- (a) Experience. The applicant for a PPL- balloon shall have completed not less than 16 hours of flight time as pilot of balloons including at least 8 launches and accents, at least one of which must be solo.
- (b) Flight Instruction. The applicant shall have received dual instruction in free balloons from an authorised instructor in at least the following areas:
 - (1) Pre-flight operations, including balloon assembly, rigging, inflation, mooring, and inspection;
 - (2) Aerodrome operations, transiting controlled aerodromes, compliance with air traffic services procedures, radiotelephony procedures and phraseology;
 - (3) Techniques and procedures for the launching and ascent, including appropriate limitations, emergency procedures and signals used;
 - (4) Collision avoidance precautions;
 - (5) Control of a free balloon by external visual references;
 - (6) Recognition of and recovery from rapid descents;
 - (7) Cross-country flying using visual reference and dead reckoning;
 - (8) Approaches and landings, including ground handling; and
 - (9) Emergency procedures.
- (c) The requirements for the skill test for the PPL-Balloon category are included in IS 2.3.4.6.

2.3.4.7 EXPERIENCE, FLIGHT INSTRUCTION AND SKILL TEST FOR THE PPL—GLIDER CATEGORY

- (a) Experience. The applicant shall have completed not less than 6 hours of flight time as a pilot of gliders including 2 hours' solo flight time during which not less than 20 launches and landings have been performed.
- (b) Flight instruction. The applicant shall have received dual instruction in gliders from an authorised instructor in at least the following areas:
 - (1) Pre-flight operations, including glider assembly and inspection;
 - (2) Techniques and procedures for the launching method used, including appropriate airspeed limitations, emergency procedures and signals used;
 - (3) Traffic pattern operations, collision avoidance precautions and procedures;
 - (4) Control of the glider by external visual reference;

- (5) Flight throughout the flight envelope;
 - (6) Recognition of, and recovery from, incipient and full stalls and spiral dives;
 - (7) Normal and cross-wind launches, approaches and landings;
 - (8) Cross-country flying using visual reference and dead reckoning; and
 - (9) Emergency procedures.
- (c) Crediting of time in other aircraft categories. The holder of a pilot licence in the aeroplane category may be credited with 3 hours towards the 6 hours of flight time required for the glider licence.
- (d) The requirements for the skill test for the PPL—glider category are included in the IS 2.3.4.7.

2.3.5 COMMERCIAL PILOT LICENCE

2.3.5.1 GENERAL REQUIREMENTS

- (a) Age. The applicant for a CPL shall be not less than 18 years of age.
- (b) Medical fitness. The applicant for a CPL shall hold a current Class 1 Medical Certificate issued under this Part.
- (c) Knowledge areas. The applicant for a CPL shall receive and log ground training from an authorised instructor on the following subjects appropriate to the privileges granted to the holder of a commercial pilot licence and appropriate to the category of aircraft to be included on the licence:
- (1) Air law:
 - (i) Rules and regulations relevant to the holder of a CPL;
 - (ii) Rules of the air; appropriate air traffic services practices and procedures.
 - (iii) Aircraft general knowledge;
 - (iv) Principles of operation and functioning of powerplants, systems and instruments;
 - (v) Operating limitations of the appropriate category of aircraft and powerplants; relevant operational information from the flight manual or other appropriate document;
 - (vi) Use and serviceability checks of equipment and systems of appropriate aircraft;
 - (vii) Maintenance procedures for airframes, systems and powerplants of appropriate aircraft;
 - (viii) For helicopters and powered-lift, transmission (power-trains) where applicable; and
 - (ix) For airships and balloons, physical properties and practical application of gases.
 - (2) Flight performance, planning and loading:
 - (i) Effects of loading and mass distribution on aircraft handling, flight characteristics and performance; mass and balance calculations;
 - (ii) Use and practical application of take-off or launching, landing and other performance data;

- (iii) Pre-flight and en-route flight planning appropriate to commercial operations under VFR; preparation and filing of air traffic services flight plans; appropriate air traffic services procedures; and
 - (iv) In the case of helicopter and powered-lift, effects of external loading.
- (3) Human performance:
 - (i) Human performance relevant to the appropriate aircraft type; and
 - (ii) Principles of threat and error management.
- (4) Meteorology:
 - (i) Interpretation and application of aeronautical meteorological reports, charts and forecasts; use of, and procedures for obtaining, meteorological information, pre-flight and in-flight; altimetry;
 - (ii) Aeronautical meteorology; climatology of relevant areas in respect of the elements having an effect upon aviation; the moment of pressure systems, the structure of fronts, and the origin and characteristics of significant weather phenomena which affect take-off, en-route and landing conditions; and
 - (iii) Causes, recognition and effects of icing; frontal zone penetration procedures; hazardous weather avoidance.
- (5) Navigation:
 - (i) Air navigation, including the use of aeronautical charts, instruments and navigation aids;
 - (ii) Understanding of the principles and characteristics of appropriate navigation systems; and
 - (iii) Operation of air borne equipment.
 - (iv) In the case of airships:
 - (A) Use, limitation and serviceability of avionics and instruments necessary for the control and navigation;
 - (B) Use, accuracy and reliability of navigation systems used in departure, en-route, approach and landing phases of flight, identification of radio navigation aids; and
 - (C) Principles and characteristics of self-contained and external referenced navigation systems, operations of airborne equipment.
- (6) Operation procedures:
 - (i) Application of threat and error management to operational performance;
 - (ii) Use of aeronautical documentation such as AIP, NOTAM, aeronautical codes and abbreviations;
 - (iii) Altimeter setting procedures;
 - (iv) Appropriate precautionary and emergency procedures;
 - (v) Operational procedures for carriage of freight; potential hazards associated with dangerous goods;

- (vi) Requirements and practices for safety briefing to passengers, including precautions to be observed when embarking and disembarking from aircraft; and
 - (vii) In the case of the helicopter, and if applicable powered-lift, settling with power, ground resonance; retreating blade stall; dynamic roll-over and other operational hazards; safety procedures, associated with flight under VFR.
- (7) Principles of flight:
- (i) Principles of flight relating to the appropriate category of aircraft.
- (8) Radiotelephony:
- (i) Communication procedures and phraseology as applied to VFR operations; action to be taken in case of communication failure; and
 - (ii) As further specified in IS 2.3.5.
- (d) Knowledge testing. The applicant for the CPL shall:
- (1) Have received an endorsement for the knowledge test from an authorised instructor who:
 - (i) Conducted the training on the knowledge subjects; and
 - (ii) Certifies that the person is prepared for the required knowledge test.
 - (2) Pass the required knowledge test on the knowledge subjects listed in IS 2.3.5.
- (e) Experience and flight instruction. An applicant for a CPL shall have completed the experience and flight instruction requirements appropriate to the aircraft category as specified in this Part.
- (f) Skill. The applicant for a CPL shall:
- (1) Have received an endorsement from an authorised instructor who certifies that the person is prepared for the required skill test.
 - (2) Have demonstrated by passing a skill test the ability to perform as PIC of an aeroplane, the areas of operation described in IS 2.3.5 with a degree of competency appropriate to the privileges granted to the holder of a CPL, and to
 - (i) Operate the aeroplane within its limitations;
 - (ii) Complete all manoeuvres with smoothness and accuracy;
 - (iii) Exercise good judgment and airmanship;
 - (iv) Apply aeronautical knowledge; and
 - (v) Maintain control of the aeroplane at all times in a manner such that the successful outcome of a procedure or manoeuvre is never seriously in doubt.
- (g) Privileges. Subject to compliance with the requirements specified in this Part, the privileges of the holder of a CPL shall be:
- (1) To exercise all the privileges of the holder of a PPL in an aircraft within the appropriate aircraft category;
 - (2) To act as PIC in an aircraft within the appropriate aircraft category engaged in operations other than commercial air transportation;
 - (3) To act as PIC in commercial air transportation in an aircraft within the appropriate aircraft category certificated for single-pilot operation;

- (4) To act as co-pilot in aircraft within the appropriate aircraft category required to be operated with a co-pilot; and
 - (5) For the airship category, to pilot an airship under IFR.
- (h) Validity. Subject to compliance with the requirements specified in this Part, the validity period of the licence is based on the validity period of the medical certificate. For renewal or reissue, see 2.2.1.7.

2.3.5.2 EXPERIENCE, FLIGHT INSTRUCTION AND SKILL TEST FOR THE CPL—AEROPLANE CATEGORY

- (a) Experience.
- (1) The applicant for a CPL(A) shall have completed not less than 200 hours of flight time, or 150 hours if completed during a CAA approved training course provided for in an Approved Training Organisation under Part 3, as a pilot of aeroplanes, of which 10 hours may have been completed in a flight simulation training device.
 - (2) The applicant shall have completed in aeroplanes not less than:
 - (i) 100 hours as PIC or, in the case of a course of approved training, 70 hours as PIC;
 - (ii) 20 hours of cross-country flight time as PIC including a cross-country flight totaling not less than 540 km (300 NM) in the course of which full-stop landings at two different aerodromes shall be made;
 - (iii) 10 hours of instrument instruction time of which not more than 5 hours may be instrument ground time;
 - (iv) If the privileges of the licence are to be exercised at night, 5 hours of night flight time including 5 take-offs and 5 landings as PIC.
 - (3) The holder of a pilot licence in another category may be credited towards the 200 hours of flight time as follows:
 - (i) 10 hours as PIC in a category other than helicopters; or
 - (ii) 30 hours as PIC holding a PPL(H) on helicopters; or
 - (iii) 100 hours as PIC holding a CPL(H) on helicopters.
 - (4) The applicant for a CPL(A) shall hold a PPL(A) issued under this Part.
- (b) Flight instruction.
- (1) The applicant for a CPL(A) shall receive and log not less than 25 hours of dual instruction from an authorised instructor. These 25 hours may include 5 hours completed in a flight simulation training device.
 - (2) The instructor shall ensure that the applicant has operational experience in at least the following areas to the level of performance required for the commercial pilot:
 - (i) Recognise and manage threats and errors;
 - (ii) Pre-flight operations, including mass and balance determination, aeroplane inspection and servicing;
 - (iii) Aerodrome and traffic pattern operations, collision avoidance precautions and procedures;

- (iv) Control of the aeroplane by external visual reference;
 - (v) Flight at critically slow airspeeds; recognition of, and recovery from, incipient and full stalls;
 - (vi) Flight with asymmetrical power for multi-engine class or type ratings;
 - (vii) Flight at critically high airspeeds; recognition of, and recovery from, spiral dives;
 - (viii) Normal and cross-wind take-offs and landings;
 - (ix) Maximum performance (short field and obstacle clearance take-offs, short-field landings);
 - (x) Basic flight manoeuvres and recovery from unusual attitudes by reference solely to basic flight instruments;
 - (xi) Cross-country flying using visual reference, dead reckoning and radio navigation aids; diversion procedures
 - (xii) Abnormal and emergency procedures and manoeuvres including simulated aeroplane equipment malfunctions;
 - (xiii) Operations to, from and transmitting controlled aerodromes, compliance with air traffic services procedures; and
 - (xiv) Communication procedures and phraseology.
- (3) If the privileges of the CPL(A) are to be exercised at night, the applicant shall have received 4 hours dual instruction in aeroplanes in night flying, including take-offs, landings and 1 hour of navigation.
- (c) Skill test. The requirement for the skill test for the commercial pilot licence—aeroplane are included in IS 2.3.5.2.

2.3.5.3 EXPERIENCE, FLIGHT INSTRUCTION AND SKILL TEST FOR THE CPL—HELICOPTER CATEGORY

- (a) Experience.
- (1) The applicant for a CPL(H) licence shall have completed not less than 150 hours of flight time, or 100 hours if completed during an integrated course of approved training provided for in an Approved Training Organisation under Part 3, as a pilot of helicopters, of which 10 hours may have been completed in a flight simulation training device.
 - (2) The applicant shall have completed in helicopters not less than:
 - (i) 35 hours as PIC;
 - (ii) 10 hours of cross-country flight time as PIC including a cross-country flight in the course of which full-stop landings at two different points shall be made;
 - (iii) 10 hours of instrument instruction time of which not more than 5 hours may be instrument ground time;
 - (iv) If the privileges of the licence are to be exercised at night, 5 hours of night flight time including 5 take-offs and 5 landings as PIC.
 - (3) The holder of a pilot licence in another category may be credited towards the 150 hours of flight time as follows:

- (i) 20 hours as PIC holding a PPL(A) in aeroplanes; or
 - (ii) 50 hours as PIC holding a CPL(A) in aeroplanes.
- (4) The applicant for a CPL(H) shall hold a PPL(H) under this Part.
- (b) Flight instruction.
 - (1) The applicant for a CPL(H) shall have received and log not less than 30 hours of dual instruction in helicopters from an authorised flight instructor on the subjects listed in IS 2.3.5.5.
 - (2) The instructor shall ensure that the applicant has operational experience in at least the following areas to the level of performance required for the commercial pilot:
 - (i) Recognise and manage threats and errors;
 - (ii) Pre-flight operations, including mass and balance determination, helicopter inspection and servicing;
 - (iii) Aerodrome and traffic pattern operations, collision avoidance precautions and procedures;
 - (iv) Control of the helicopter by external visual reference;
 - (v) Recovery at the incipient stage from settling with power; recovery techniques from low-rotor rpm within the normal range of engine rpm;
 - (vi) Ground manoeuvring and run-ups; hovering; take-offs and landings – normal, out of wind and sloping ground; steep approaches;
 - (vii) Take-offs and landings with minimum necessary power; maximum performance take-off and landing techniques; restricted site operations; quick stops;
 - (viii) Hovering out of ground effect; operations with external load, if applicable; flight at high altitude;
 - (ix) Basic flight manoeuvres and recovery from unusual attitudes by reference solely to basic flight instruments;
 - (x) Cross-country flying using visual reference, dead reckoning and radio navigation aids; diversion procedures
 - (xi) Abnormal and emergency procedures, including simulated helicopter equipment malfunctions, autorotative approach and landing; and
 - (xii) Operations to, from and transmitting controlled aerodromes, compliance with air traffic services procedures, radiotelephony procedures and phraseology
 - (xiii) As further specified in IS 2.3.5.5.
 - (3) If the privileges of the licence are to be exercised at night, the applicant shall have received dual instruction in helicopters in night flying, including take-offs, landings and navigation.
- (c) Skill test. The requirement for the skill test for the commercial pilot licence—helicopter category are included in IS 2.3.5.3.

2.3.5.4 EXPERIENCE, FLIGHT INSTRUCTION AND SKILL TEST FOR THE CPL—POWERED-LIFT CATEGORY

- (a) Experience.
- (1) The applicant for a CPL powered-lift category shall have completed not less than 200 hours of flight time, or 150 hours if completed during a course of approved training provided for in an Aviation Training Organisation under Part 3, as a pilot of aircraft. The Licensing DCA may determine whether experience as a pilot under instruction in a flight simulation training device is acceptable as part of the total flight time of 200 hours or 150 hours, as the case may be.
 - (2) The applicant shall have completed in a powered-lift aircraft not less than:
 - (i) 50 hours as pilot in command;
 - (ii) 10 hours in cross-country flying as pilot-in command including a cross-country flight totaling not less than 540 km (300 NM) in the course of which full stop landing at two different aerodromes shall be made;
 - (iii) 10 hours of instrument instruction of which not more than 5 hours may be instrument ground time; and
 - (iv) If the privileges are to be exercised at night, 5 hours of night flight including 5 take-offs and landings as PIC.
 - (3) When the applicant has flight time as pilot of aircraft in other categories, the DCA may determine whether such experience is acceptable and if so, the extent to which the flight time requirements in item (a) may be reduced.
- (b) Flight instruction. The applicant shall have received dual instruction in powered-lift from an authorised instructor in at least the following areas to the level of performance required for the commercial pilot:
- (1) Recognise and manage threats and errors to minimise their negative effects;
 - (2) Pre-flight operations, including mass and balance determination, powered-lift inspection and servicing;
 - (3) Aerodrome and traffic pattern operations, collision avoidance precautions and procedures;
 - (4) Control of the powered-lift by external visual reference;
 - (5) Ground manoeuvring and run-ups; hover and rolling take-offs and climb out; hover and rolling approach and landings – normal, out of wind and slopping ground; steep approaches;
 - (6) Take-offs and landings with minimum necessary power; maximum performance take-off and landing techniques; restricted site operations; quick stops;
 - (7) Hovering out of ground effect; operations with external load, if applicable; flight at high altitude;
 - (8) Basic flight manoeuvres and recovery from unusual attitudes by reference solely to basic flight instruments;
 - (9) Cross-country flying using visual reference, dead reckoning and, where available, radio navigation aids, including a flight of at least one hour;

- (10) Emergency operations, including simulated powered-lift equipment malfunctions, where applicable; power of reversion to autorotation; autorotative approach; transmission and interconnect driveshaft failure; and
 - (11) Operations to, from and transiting controlled aerodromes, compliance with air traffic services procedures, radiotelephony procedures and phraseology.
- (c) Skill test. The requirement for the skill test for the commercial pilot licence—powered-lift category are included in IS 2.3.5.4.

2.3.5.5 EXPERIENCE, FLIGHT INSTRUCTION AND SKILL TEST FOR THE CPL – AIRSHIP CATEGORY

- (a) Experience.
- (1) The applicant shall have completed not less than 200 hours of flight time as a pilot.
 - (2) The applicant shall have completed not less than:
 - (i) 50 hours as a pilot in airships;
 - (ii) 30 hours as PIC or PIC under supervision in airships, to include not less than:
 - (A) 10 hours of cross-country flight time; and
 - (B) 10 hours of night flight;
 - (iii) 40 hours of instrument time, of which 20 hours shall be in flight and 10 hours in flight in airships; and
 - (iv) 20 hours of flight training in airships on the areas of operation listed in item (b) below.
- (b) Flight instruction. The applicant shall have received dual instruction in airships from an authorised instructor in at least the following areas to the level of performance required for the commercial pilot:
- (1) Recognise and manage threats and errors;
 - (2) Pre-flight operations, including mass and balance determination, airships inspection and servicing;
 - (3) Aerodrome and traffic pattern operations, collision avoidance precautions and procedures;
 - (4) Techniques and procedures for the take-off, including appropriate limitations, emergency procedures and signals used;
 - (5) Control of the airships by external visual reference;
 - (6) Recognition of leak;
 - (7) Normal take-offs and landings;
 - (8) Maximum performance (short field and obstacle clearance) take-offs; short-field landings;
 - (9) Flight under IFR;
 - (10) Cross-country flying using visual reference, dead reckoning and, where applicable, radio navigation aids;
 - (11) Emergency operations, including simulated airship equipment malfunctions;

- (12) Operations to, from and transiting controlled aerodromes, compliance with air traffic services procedures; and
 - (13) Communications procedures and phraseology.
- (c) Skill test. The requirement for the skill test for the commercial pilot licence—airship category are included in IS 2.3.5.5.

2.3.5.6 EXPERIENCE, FLIGHT INSTRUCTION AND SKILL TEST FOR THE CPL—BALLOON CATEGORY

- (a) Experience. The applicant shall have completed at least:
- (1) 35 hours flight time as a pilot, including at least:
 - (i) 20 hours as a pilot of free balloons;
 - (ii) 10 flights in a free balloon; and
 - (iii) 2 flights in a free balloon as the pilot in command.
 - (2) 10 hours of flight training that includes at least 10 training flights in a free balloon on the areas of operation listed in (b) below, including at least:
 - (i) For a gas balloon rating:
 - (A) 2 training flights of 2 hours each in a gas balloon on the areas of operations appropriate to a gas balloon within 60 days prior to application for the rating;
 - (B) 2 flights performing the functions of PIC in a gas balloon on the appropriate areas of operation; and
 - (C) 1 flight involving a controlled ascent to 5,000 feet above the launch site.
 - (ii) For a hot air balloon rating:
 - (A) 3 training flights of 1 hour each in a balloon with an airborne heater on the areas of operation appropriate to a balloon with an airborne heater within 60 days prior to application for the rating;
 - (B) 2 solo flights in a balloon with an airborne heater on the appropriate areas of operations; and
 - (C) 1 flight involving a controlled ascent to 3,000 feet above the launch site.
- (b) Flight instruction. The applicant shall have received dual instruction in balloons from an authorised instructor in at least the following areas to the level of performance required for the commercial pilot:
- (1) Recognise and manage threats and errors;
 - (2) Technical subjects;
 - (3) Pre-flight operations, including balloon assembly, rigging, inflation, mooring, and inspection;
 - (4) Pre-flight lesson on a manoeuvre to be performed in flight;
 - (5) Aerodrome operations, transiting controlled aerodromes, compliance with air traffic services procedures, radiotelephony procedures and phraseology;

- (6) Techniques and procedures for the launching and ascent, including appropriate limitations, emergency procedures and signals used;
 - (7) Collision avoidance precautions;
 - (8) Control of a free balloon by external visual references;
 - (9) Recognition of and recovery from rapid descents;
 - (10) Navigation and cross-country flying using visual reference and dead reckoning;
 - (11) Approaches and landings, including ground handling;
 - (12) Emergency procedures; and
 - (13) Post-flight procedures.
- (c) Skill test. The requirement for the skill test for the commercial pilot licence—balloon category are included in IS 2.3.5.6.

2.3.5.7 EXPERIENCE, FLIGHT INSTRUCTION AND SKILL TEST FOR THE CPL—GLIDER CATEGORY

- (a) Experience. The applicant shall have completed at least:
- (1) 25 hours flight time as a pilot in a glider and that flight time must include at least 100 flights in a glider as pilot in command, including at least
 - (i) 3 hours of flight training or 10 training flight in gliders on the areas of operation listed in (b) below, and
 - (ii) 2 hours of solo flight that includes not less than 10 solo flights in gliders on the areas of operations listed in (b) below; or
 - (2) 200 hours of flight time as a pilot in either aeroplane, helicopter or powered-lift aircraft, and 20 flights in gliders as pilot in command, including at least
 - (i) 3 hours of flight training or 10 training flights in gliders on the areas of operation listed in (b) below, and
 - (ii) 5 solo flights in a glider on the areas of operation listed in (b) below.
- (b) Flight instruction. The applicant shall have received dual instruction in a glider from an authorised instructor in at least the following areas of operation to the level of performance required for a commercial pilot:
- (1) Recognise and manage threats and errors;
 - (2) Pre-flight preparation;
 - (3) Pre-flight procedures
 - (4) Aerodrome and gliderport operations;
 - (5) Launches and landings;
 - (6) Performance speeds;
 - (7) Soaring techniques;
 - (8) Performance manoeuvres;
 - (9) Navigation

- (10) Slow flight and stalls
 - (11) Emergency procedures; and
 - (12) Post-flight procedures.
- (c) Skill test. The requirement for the skill test for the commercial pilot licence—glider category are included in IS 2.3.5.7.

2.3.6 AIRLINE TRANSPORT PILOT LICENCE

2.3.6.1 GENERAL REQUIREMENTS

- (a) Age. The applicant for an ATPL shall be not less than 21 years of age.
- (b) Medical fitness. The applicant for an ATPL shall hold a current Class 1 Medical Certificate issued under this Part.
- (c) Knowledge. The applicant for an ATPL shall receive and log ground training from an authorised instructor on the following subjects appropriate to the privileges of the ATPL and to the category of aircraft intended to be included on the licence:
 - (1) Air law:
 - (i) Rules and regulations relevant to the holder of an ATPL; rules of the air; appropriate air traffic services practices and procedures
 - (2) Aircraft general knowledge:
 - (i) General characteristics and limitations of electrical, hydraulic, pressurisation and other aircraft systems; flight control systems, including autopilot and stability augmentation;
 - (ii) Principles of operation, handling procedures and operating limitations of aircraft powerplants; effects of atmospheric conditions on engine performance; relevant operational information from the flight manual or other appropriate document;
 - (iii) Operating procedures and limitations of appropriate aircraft; effects of atmospheric conditions on aircraft performance in accordance to the relevant operational information from the flight manual;
 - (iv) Use and serviceability checks of equipment and systems of the relevant category of aircraft;
 - (v) Flight instruments; compasses, turning and acceleration errors; gyroscopic instruments, operational limits and precession effects; practices and procedures in the event of malfunctions of various flight instruments and electronic display units;
 - (vi) Maintenance procedures for airframes, systems and powerplants of appropriate aircraft
 - (vii) For helicopter, and if applicable, powered-lift transmission (power-trains);
 - (3) Flight performance, planning and loading:
 - (i) Effects of loading and mass distribution on aircraft handling, flight characteristics and performance; mass and balance calculations;

- (ii) Use and practical application of take-off, landing and other performance data, including procedures for cruise control;
- (iii) Pre-flight and en-route operational flight planning; preparation and filing of air traffic services flight plans; appropriate air traffic services procedures; altimeter setting procedures
- (iv) In the case of helicopter or powered-lift, effects of external loading on handling;
- (4) Human performance:
 - (i) Human performance including principles of threat error management
- (5) Meteorology:
 - (i) Interpretation and application of aeronautical meteorological reports, charts and forecasts; codes and abbreviations; use of, and procedures for obtaining, meteorological information, pre-flight and in-flight; altimetry;
 - (ii) Aeronautical meteorology; climatology of relevant areas in respect of the elements having an effect upon aviation; the moment of pressure systems; the structure of fronts, and the origin and characteristics of significant weather phenomena which affect take-off, en-route and landing conditions;
 - (iii) Causes, recognition and effects of icing; frontal zone penetration procedures; hazardous weather avoidance;
 - (iv) In the case of aeroplane and powered-lift, practical high altitude meteorology, including interpretation and use of weather reports, charts and forecasts; jetstreams;
- (6) Navigation:
 - (i) Air navigation, including the use of aeronautical charts, radio navigation aids and area navigation systems; specific navigation requirements for long-range flights;
 - (ii) Use, limitation and serviceability of avionics and instruments necessary for the control and navigation of aircraft;
 - (iii) Use, accuracy and reliability of navigation systems used in departure, en-route, approach and landing phases of flight; identification of radio navigation aids;
 - (iv) Principles and characteristics of self-contained and external-referenced navigation systems; operation of airborne equipment;
- (7) Operational procedures:
 - (i) Application of threat and error management to operational performance;
 - (ii) Interpretation and use of aeronautical documentation such as AIP, NOTAM, aeronautical codes and abbreviations;
 - (iii) Precautionary and emergency procedures; safety practices;
 - (iv) Operational procedures for carriage of freight and dangerous goods;
 - (v) Requirements and practices for safety briefing to passengers, including precautions to be observed when embarking and disembarking from aircraft;
 - (vi) In the case of helicopter, and if applicable, powered-lift, settling with power; ground resonance; retreating blade stall; dynamic roll-over and other operational hazards; safety procedures, associated with flight under VFR;

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- (8) Principles of flight:
 - (i) Principles of flight relating to the appropriate aircraft category;
 - (9) Radiotelephony
 - (i) Communication procedures and phraseology; action to be taken in case of communication failure;
 - (d) Knowledge testing. The applicant for the ATPL shall:
 - (1) Have received an endorsement for the knowledge test from an authorised instructor who:
 - (i) Conducted the training on the knowledge subjects; and
 - (ii) Certifies that the person is prepared for the required knowledge test; and
 - (2) Pass the required written knowledge test on the knowledge subjects listed in item (2) above.
 - (e) Experience and flight instruction. An applicant for an ATPL shall have completed the experience and flight instruction requirements appropriate to the aircraft category as specified in this Part.
 - (f) Skill. The applicant for an ATPL shall:
 - (1) Have received an endorsement from an authorised instructor who certifies that the person is prepared for the required skill test; and
 - (2) Have demonstrated by passing a skill test the ability to perform, as PIC of an aircraft of the appropriate category required to be operated with a co-pilot, the following procedures and manoeuvres:
 - (i) Pre-flight procedures, including the preparation of the operational flight plan and filing of the air traffic services flight plan;
 - (ii) Normal flight procedures and manoeuvres during all phases of flight;
 - (iii) Abnormal and emergency procedures and manoeuvres related to failures and malfunctions of equipment, such as powerplant, systems and airframe;
 - (iv) Procedures for crew incapacitation and crew coordination, including allocation of pilot tasks, crew cooperation and use of checklists; and
 - (v) In the case of the aeroplane and powered-lift, procedures and manoeuvres for instrument flight as described in 2.3.7, including simulated engine failure.
 - (vi) In the case of aeroplane, the applicant shall have demonstrated the ability to perform the procedures and manoeuvres described in this paragraph as PIC in a multi engine aircraft.
 - (3) Have demonstrated by passing a skill test, the ability to perform the areas of operation described in IS 2.3.7.2, IS 2.3.7.3, or IS 2.3.7.4, with a degree of competency appropriate to the privileges granted to the holder of an ATPL, and to:
 - (i) Operate the aeroplane within its limitations recognise and manage threats and errors;
 - (ii) Complete all manoeuvres with smoothness and accuracy smoothly and accurately manually control the aircraft within its limitations at all times, such that the successful outcome of a procedure or manoeuvre is assured;

- (iii) Operate the aircraft in the mode of automation appropriate to the phase of flight and to maintain awareness of the active mode of automation;
 - (iv) Perform, in an accurate manner, normal, abnormal and emergency procedures in all phases of flight;
 - (v) Exercise good judgment and airmanship, to include structured decision making and the maintenance of situational awareness; and
 - (vi) Communicate effectively with the other flight crewmembers and demonstrate the ability to effectively perform procedures for crew incapacitation, crew coordination, including allocation of pilot tasks, crew cooperation, adherence to standard operating procedures and use of checklists.
- (g) Privileges. Subject to compliance with the requirements specified in this Part, the privileges of the holder of an ATPL shall be:
- (1) To exercise all the privileges of the holder of a PPL and CPL of an aircraft within the appropriate aircraft category and class, if applicable
 - (2) In the case of the aeroplane and powered-lift categories, to exercise the privileges of the holder of an IR; and
 - (3) To act as PIC and co-pilot in commercial air transportation in an aircraft of the appropriate category, and class if applicable.
- (h) Validity. Subject to compliance with the requirements specified in this Part, the validity period of the licence is based on the validity period of the medical certificate. For renewal or reissue, see 2.2.1.7.

2.3.6.2 EXPERIENCE, FLIGHT INSTRUCTION AND SKILL TEST FOR THE ATPL—AEROPLANE CATEGORY

- (a) Experience.
- (1) The applicant for an ATPL (A) shall have completed not less than 1500 hours of flight time as a pilot of aeroplanes of which a maximum of 100 hours may have been completed in a flight simulation training device. The applicant shall have completed in aeroplanes not less than:
 - (2) 250 hours, either as PIC, or made up by not less than 100 hours as PIC and the necessary additional flight time as co-pilot performing, under the supervision of the PIC, the duties and functions of a PIC; provided that the method of supervision employed is acceptable to the DCA;
 - (3) 200 hours of cross-country flight time, of which not less than 100 hours shall be as PIC or as co-pilot performing, under the supervision of the PIC, the duties and functions of a PIC, provided that the method of supervision employed is acceptable to the DCA;
 - (4) 75 hours of instrument time, of which not more than 30 hours may be instrument ground time; and
 - (5) 100 hours of night flight as PIC or as co-pilot.
 - (6) Holders of a CPL(H) will be credited with 50% of their helicopter flight time as PIC towards the flight time required in (1).
 - (7) The applicant shall have completed a CRM course on the subjects listed in IS 2.3.6.3.

- (8) The applicant for an ATPL(A) shall be the holder of a CPL(A) with instrument and multi-engine rating issued under this Part.
- (b) Flight instruction. The applicant for an ATPL(A) shall have received the dual flight instruction required for the issue of the CPL and the IR.
- (c) Skill test. The requirement for the skill test for the ATPL—aeroplane category are included in IS 2.3.7.2.

2.3.6.3 EXPERIENCE, FLIGHT INSTRUCTION AND SKILL TEST FOR THE ATPL—HELICOPTER CATEGORY

- (a) Experience.
 - (1) The applicant for an ATPL (H) shall have completed not less than 1000 hours of flight time as a pilot of helicopters of which a maximum of 100 hours may have been completed in a flight simulator. The applicant shall have completed in helicopters not less than:
 - (i) 250 hours, either as PIC, or made up by not less than 100 hours as PIC and the necessary additional flight time as co-pilot performing, under the supervision of the PIC, the duties and functions of a PIC; provided that the method of supervision employed is acceptable to the DCA;
 - (ii) 200 hours of cross-country flight time, of which not less than 100 hours shall be as PIC or as co-pilot performing, under the supervision of the PIC, the duties and functions of a PIC, provided that the method of supervision employed is acceptable to the DCA;
 - (iii) 30 hours of instrument time, of which not more than 10 hours may be instrument ground time; and
 - (iv) 50 hours of night flight as PIC or as co-pilot.
 - (2) Holders of a CPL(A) will be credited with 50 percent of their aeroplane flight time as PIC towards the flight time required in (1).
 - (3) The applicant shall have completed a CRM course on the subjects listed in IS 2.3.7.3.
 - (4) The applicant for an ATPL(H) shall be the holder of a CPL(H) issued under this Part.
- (b) Flight instruction. The applicant for an ATPL(H) shall have received the dual flight instruction required for the issue of the CPL.
- (c) Skill test. The requirement for the skill test for the ATPL—helicopter category are included in IS 2.3.7.3.

2.3.6.4 EXPERIENCE, FLIGHT INSTRUCTION AND SKILL TEST FOR THE ATPL—POWERED-LIFT CATEGORY

- (a) Experience.
 - (1) The applicant for an ATPL- powered-lift category shall have completed not less than 1500 hours of flight time as a pilot of powered-lift. The DCA may determine whether experience completed under instruction in a flight simulator is acceptable as part of the total time of 1500 hours. The applicant shall have completed in powered-lift not less than:

- (i) 250 hours, either as PIC, or made up by not less than 100 hours as PIC and the necessary additional flight time as co-pilot performing, under the supervision of the PIC, the duties and functions of PIC, in a method acceptable to the DCA.
 - (ii) 100 hours of cross-country flight time, of which not less than 50 hours shall be as PIC or as co-pilot performing under supervision of the PIC in a method acceptable to the DCA.
 - (iii) 75 hours of instrument time, of which not more than 30 hours may be instrument ground time.
 - (iv) 25 hours of night time as PIC or co-pilot.
- (2) The DCA may determine if pilot flight time in other aircraft categories may be credited toward meeting the 1500-hour flight time in item (1) above.
 - (3) The applicant for an ATPL powered-lift shall be the holder of a CPL powered-lift issued under this Part.
- (b) Flight instruction. The applicant for an ATPL powered-lift category shall have received the dual flight instruction required for the issue of the CPL powered lift category and for the issue of the instrument rating.
 - (c) Skill test. The requirements for the skill test for the ATPL—powered lift category are included in IS 2.3.7.4.

2.3.7 INSTRUMENT RATING

2.3.7.1 GENERAL REQUIREMENTS

- (a) Age. The applicant for an IR shall be not less than 17 year of age.
- (b) Medical fitness. The applicant for an IR shall hold either a Class 1 or 2 medical certificate issued under this Part as appropriate the level of licence held. The applicant for an IR holding a PPL shall have established his/her hearing acuity on the basis of compliance with the hearing requirements for the issue of a Class 1 Medical Certificate.
- (c) Knowledge. The applicant for an IR shall receive and log ground training from an authorised instructor on the following subjects:
 - (1) Air law:
 - (i) Rules and regulations relevant to flight under IFR; related air traffic services practices and procedures.
 - (2) Aircraft general knowledge for the aircraft category being sought:
 - (i) Use, limitation and serviceability of avionics, electronic devices and instruments necessary for the control and navigation of aeroplanes under IFR and in instrument meteorological conditions; use and limitations of autopilot.
 - (ii) Compasses, turning and acceleration errors; gyroscopic instruments, operational limits and precession effects; practices and procedures in the event of malfunctions of various flight instruments.
 - (3) Flight performance and planning for the aircraft category being sought:
 - (i) Pre-flight preparations and checks appropriate to flight under IFR.
 - (ii) Operational flight planning; preparation and filing of air traffic services flight plans under IFR; altimeter setting procedures.
 - (4) Human performance for the aircraft category being sought:
 - (i) Human performance relevant to instrument flight in aircraft.

- (ii) Principles of threat and error management.
- (5) Meteorology for the aircraft category being sought:
 - (i) Application of aeronautical meteorology; interpretation and use of reports, charts and forecasts; codes and abbreviations; use of, and procedures for obtaining, meteorological information; altimetry.
 - (ii) Causes, recognition and effects of icing; frontal zone penetration procedures; hazardous weather avoidance.
 - (iii) In the case of helicopter and powered-lift, effects of rotor icing.
- (6) Navigation for the aircraft category being sought
 - (i) Practical air navigation using radio navigation aids.
 - (ii) Use, accuracy and reliability of navigation systems used in departure, en-route, approach and landing phases of flight; identification of radio navigation aids.
- (7) Operational procedures for the aircraft category being sought:
 - (i) Application of threat and error management to operational principles.
 - (ii) Interpretation and use of aeronautical documentation such as AIP, NOTAM, aeronautical codes and abbreviations, and instrument procedure charts for departure, en-route, descent and approach.
 - (iii) Precautionary and emergency procedures; safety practices associated with flight under IFR; obstacle clearance criteria.
- (8) Radiotelephony:
 - (i) Communication procedures and phraseology as applied to aircraft operations under IFR; action to be taken in case of communication failure.
- (d) Knowledge testing. An applicant for an IR shall:
 - (1) Have received an endorsement for the knowledge test from an authorised instructor who:
 - (i) Conducted the training on the knowledge subjects.
 - (ii) Certifies that the person is prepared for the required knowledge test.
 - (2) Pass the required knowledge test on the knowledge subjects listed in item (c) above.
- (e) Experience and flight instruction. An applicant for an IR shall have completed the experience and flight instruction requirements appropriate to the aircraft category as specified in this Part.
- (f) Privileges. Subject to compliance with the requirements specified in this Part, the privileges of the holder of an IR shall be to pilot an aircraft of the appropriate category under IFR. Before exercising the privileges on multi-engine aircraft, the holder of the rating shall have complied with the requirements of (g)(3).
- (g) Validity. Subject to compliance with the requirements specified in this Part, the validity period of an IR is 1 year.
- (h) Renewal:
 - (1) For the renewal of a single-engine instrument rating the applicant shall within the preceding 12 calendar months, complete a proficiency check on the subjects listed in IS 2.3.8.2.
 - (2) For the renewal of a multi-engine instrument rating the applicant shall within the preceding 12 calendar months, complete a proficiency check on the subjects listed in IS 2.3.8.2.
 - (3) If a pilot takes the proficiency check required in this section in the calendar month before or the calendar month after the month in which it is due, the pilot is considered to have taken it in the month in which it was due for the purpose of computing when the next proficiency check is due.
- (i) Re-issue. If the instrument rating has been expired, the applicant shall:

- (1) Have received refresher training from an authorised instructor with an endorsement that the person is prepared for the required skill test; and
- (2) Pass the required skill test on the subjects listed in IS 2.3.7.2.

2.3.7.2 EXPERIENCE, FLIGHT INSTRUCTION, SKILL TEST AND PROFICIENCY CHECK FOR THE IR

- (a) Experience.
 - (1) The applicant for an IR shall hold a pilot licence with an aircraft category, and class rating if applicable, for the instrument rating sought.
 - (2) The applicant shall have completed not less than:
 - (i) 50 hours of cross-country flight time as PIC of aircraft in categories acceptable to the DCA, of which not less than 10 hours shall be in the aircraft category being sought; and
 - (ii) 40 hours of instrument time in aircraft of which not more than 20 hours, or 30 hours where a flight simulator is used, may be instrument ground time. The ground time shall be under the supervision of an authorised instructor.
- (b) Flight instruction.
 - (1) The applicant for an IR shall have not less than 10 hours of the instrument flight time required in (e)(2)(ii) while receiving and logging dual instruction in aircraft from an authorised flight instructor.
 - (2) The instructor shall ensure that the applicant has operational experience in at least the following areas to the level of performance required for the holder of an instrument rating:
 - (i) Pre-flight procedures, including the use of the flight manual or equivalent document, and appropriate air traffic services documents in the preparation of an IFR flight plan.
 - (ii) Pre-flight inspection, use of checklists, taxiing and pre-take-off checks.
 - (iii) Procedures and manoeuvres for IFR operation under normal, abnormal and emergency conditions covering at least:
 - (A) Transition to instrument flight on take-off;
 - (B) Standard instrument departures and arrivals;
 - (C) En-route IFR procedures and navigation;
 - (D) Holding procedures;
 - (E) Instrument approaches to specified minima;
 - (F) Missed approach procedures; and
 - (G) Landings from instrument approaches;
 - (iv) In flight manoeuvres and particular flight characteristics.
 - (3) If the privileges of the instrument rating are to be exercised on multi-engine aircraft, the applicant shall have received dual instrument flight instruction in such an aircraft from an authorised flight instructor. The instructor shall ensure that the applicant has operational experience in the operation of the aircraft solely by reference to instruments with one engine inoperative or simulated inoperative.
- (c) Skill. The applicant for an IR shall:
 - (1) Have received an endorsement from an authorised instructor who certifies that the person is prepared for the required skill test.

- (2) Have demonstrated by passing a skill test the ability to perform the areas of operation described in IS 2.3.8.2 with a degree of competency appropriate to the privileges granted to the holder of an IR, and to:
 - (i) Recognise and manage threats and errors;
 - (ii) Operate the aircraft within its limitations;
 - (iii) Complete all manoeuvres with smoothness and accuracy;
 - (iv) Exercise good judgment and airmanship;
 - (v) Apply aeronautical knowledge;
 - (vi) Maintain control of the aircraft at all times in a manner such that the successful outcome of a procedure or manoeuvre is assured;
 - (vii) Understand and apply crew coordination and incapacitation procedures; and
 - (viii) Communicate effectively with the other flight crewmembers.
 - (3) Have demonstrated by passing a skill test the ability to operate multi-engine aircraft solely by reference to instruments with one engine inoperative, or simulated inoperative, described in IS 2.3.7.2, if the privileges of the instrument rating are to be exercised on such aircraft.
- (d) The skill test and proficiency check for the instrument rating is included in IS 2.3.7.2.

2.3.8 INSTRUCTORS FOR PILOT LICENSING

2.3.8.1 GENERAL REQUIREMENTS

- (a) Applicability.
 - (1) This Section prescribes the requirements for the issuance of instructor licences, ratings or authorisations, the conditions under which those ratings and authorisations are necessary, and the privileges and limitations on those ratings and authorisations.
 - (2) The following instructor licences, ratings and authorisations are issued under this part:
 - (i) Flight Instructor Rating;
 - (ii) Ground Instructor Rating, with basic or advanced ratings; and
 - (iii) Instructor Authorisation for Flight Simulation Training.

2.3.8.2 FLIGHT INSTRUCTOR LICENCE REQUIREMENTS, SKILL TEST AND PROFICIENCY CHECK

- (a) Age. The applicant for a flight instructor licence shall be of the appropriate age for the underlying licence to be held.
- (b) Medical fitness. The applicant for a flight instructor licence shall have a Class 1 medical certificate.
- (c) Knowledge.
 - (1) Receive and log training from an authorised instructor and pass a flight instructor knowledge test on:
 - (i) The aeronautical knowledge areas for a student, private, commercial and airline transport pilot licences applicable to the aircraft category for which flight instructor privileges are sought; and
 - (ii) The aeronautical knowledge areas for the instrument rating applicable to the category for which instrument flight instructor privileges are sought.

- (2) Meet the requirements for Fundamentals of knowledge instruction as listed in 2.2.6
- (d) Experience. The applicant shall hold a licence with the aircraft category, and if applicable class and/or type rating, that is appropriate to the flight instructor rating sought as follows:
 - (1) For an instructor licence in the aeroplane category – hold either a CPL or ATPL aeroplane category with instrument rating and appropriate class and/ or type ratings;
 - (2) For an instructor licence in the powered-lift category – hold either a CPL or ATPL powered-lift category with instrument rating as applicable, class or type rating;
 - (3) For an instructor licence in the helicopter category – hold either a CPL or ATPL helicopter category and any applicable class or type rating;
 - (4) For an instructor licence in the balloon category – hold a CPL balloon category with applicable class rating;
 - (5) For an instructor licence in the airship category – hold a CPL airship category and any applicable ratings;
 - (6) For an instructor licence in the glider category – hold a CPL glider category and any applicable ratings; and
 - (7) For an instructor instrument rating licence – hold an IR in the appropriate category of aircraft.
- (e) Flight instruction. Receive flight instruction from an authorised instructor in the areas of:
 - (1) Flight instructional techniques including demonstration, student practices, recognition and correction of common student errors; and
 - (2) Have practised instructional techniques in those flight manoeuvres and procedures in which it is intended to provide flight instruction.
- (f) Skill.
 - (1) Receive a logbook endorsement from an authorised instructor to indicate that the applicant is proficient on the areas of operation listed in item 2 below, appropriate to the flight instructor rating sought;
 - (2) Pass the required skill test that is appropriate to the flight instructor licence sought on the areas of operation in IS 2.3.9.2 in an—
 - (i) Aircraft that is representative of the category of aircraft, and if applicable class and/or type, for the aircraft rating sought; or
 - (ii) Approved flight simulation training device that is representative of the category, and if applicable class and/or type of aircraft for the licence and rating sought, and used in accordance with an approved course at an ATO certified under Part 3.
- (g) Privileges, limitations and qualifications.
 - (1) A flight instructor is authorised within the limitations of that person's flight instructor licence, and pilot licence and ratings, to give training and endorsements that are required for, and relate to:
 - (i) A student pilot authorisation;
 - (ii) A pilot licence;
 - (iii) A flight instructor licence;
 - (iv) A ground instructor licence;
 - (v) An aircraft category rating;
 - (vi) An aircraft class rating;
 - (vii) An instrument rating;
 - (viii) A proficiency check or recency of experience requirement;

- (ix) A knowledge test; and
 - (x) A skill test.
- (h) Validity. Subject to compliance with the requirements specified in this Part, the validity period of instructor licence is 2 years.
- (i) Renewal. A flight instructor licence that has not expired may be renewed for an additional 24 calendar months if the holder—
- (1) Passes a skill test for—
 - (i) Renewal of the flight instructor licence; or
 - (ii) An additional flight instructor rating; or
 - (2) Presents to an DCA inspector—
 - (i) A record of training students that shows during the preceding 24 calendar months the flight instructor has endorsed at least five students for a skill test for a licence or rating, and at least 80 percent of those students passed that test on the first attempt;
 - (ii) A record that shows that within the preceding 24 calendar months, service as a company check pilot, chief flight instructor, company check airman, or flight instructor in a Part 8 operation, or in a position involving the regular evaluation of pilots; or
 - (iii) A graduation certificate showing that the pilot has successfully completed an approved flight instructor refresher course consisting of ground training or flight training, or both, within the 90 days preceding the expiration month of his or her flight instructor licence/rating.
 - (3) If a flight instructor accomplishes the renewal requirements within the 90 days preceding the expiration month of his or her flight instructor licence—
 - (i) The DCA shall consider that the flight instructor accomplished the renewal requirement in the month due; and
 - (ii) The DCA shall renew the current flight instructor rating for an additional 24 calendar months from its expiration date.
 - (4) A flight instructor may accomplish the skill test required by this subsection in an approved course conducted by an ATO certified under Part 3.
- (j) Reissue. If the instructor licence has expired, the applicant shall:
- (1) Have received refresher training from an authorised instructor with an endorsement that the person is prepared for the required skill test; and
 - (2) Pass the prescribed skill test.
- (k) Additional flight instructor licences. An applicant for an additional flight instructor licence shall meet the requirements listed in 2.3.8.2 that apply to the flight instructor rating sought.
- (l) Flight instructor records. A flight instructor shall—
- (1) Sign the logbook of each person to whom that instructor has given flight training or ground training.
 - (2) Maintain a record in a logbook or separate document that contains the following—

- (i) The name of each person whose logbook or student pilot licence that instructor has endorsed for solo flight privileges, and the date of the endorsement; and
 - (ii) The name of each person that instructor has endorsed for a knowledge test or skill test, and a record of the kind of test, the date, and the results.
- (3) Retain the records required by this subsection for at least 3 years.
- (m) Flight instructor limitations and qualifications. The holder of a flight instructor licence shall observe the following limitations and qualifications.
 - (1) Hours of training. In any 24-consecutive-hour period, a flight instructor may not conduct more than 8 hours of flight training.
 - (2) Required licence and ratings. A flight instructor may not conduct flight training in any aircraft for which the flight instructor does not hold a pilot licence and flight instructor licence with the applicable category and if applicable class or type rating.
 - (3) For instrument flight training or for training for a type rating not limited to VFR, an appropriate instrument rating on his or her flight instructor rating and pilot licence.
 - (4) Limitations on endorsements. A flight instructor may not endorse the following:
 - (i) Student pilot's licence or logbook for solo flight privileges, unless that flight instructor has—
 - (A) Given that student the flight training required for solo flight privileges required by this subpart;
 - (B) Determined that the student is prepared to conduct the flight safely under known circumstances, subject to any limitations listed in the student's logbook that the instructor considers necessary for the safety of the flight;
 - (C) Given that student pilot training in the make and model of aircraft or a similar make and model of aircraft in which the solo flight is to be flown; and
 - (D) Endorsed the student pilot's logbook for the specific make and model aircraft to be flown.
 - (ii) Student pilot's licence and logbook for a solo cross country flight, unless that flight instructor has determined that—
 - (A) The student's flight preparation, planning, equipment, and proposed procedures are adequate for the proposed flight under the existing conditions and within any limitations listed in the logbook that the instructor considers necessary for the safety of the flight; and
 - (B) The student has the appropriate solo cross country endorsement for the make and model of aircraft to be flown.
 - (iii) Student pilot's licence and logbook for solo flight in a Class B airspace area or at an airport within Class B airspace unless that flight instructor has—
 - (A) Given that student ground and flight training in that Class B airspace or at that airport; and
 - (B) Determined that the student is proficient to operate the aircraft safely.

- (iv) Logbook of a pilot for a flight review, unless that instructor has conducted a review of that pilot in accordance with the requirements 8.4.1.11(a)(3); or
 - (v) Logbook of a pilot for an instrument proficiency check, unless that instructor has tested that pilot in accordance with the requirements of 8.4.1.10(b).
- (5) Training in a multiengine aeroplane or a helicopter. A flight instructor may not give training required for the issuance of a licence or rating in a multiengine aeroplane or a helicopter, unless that flight instructor has at least 5 flight hours of PIC time in the specific make and model of multiengine aeroplane or helicopter, as appropriate.
- (6) Qualifications of the flight instructor for training first-time flight instructor applicants.
- (i) No flight instructor may provide instruction to another pilot who has never held a flight instructor licence unless that flight instructor—
 - (A) Holds a current ground or flight instructor licence with the appropriate rating, has held that licence for at least 24 months, and has given at least 40 hours of ground training; or
 - (ii) Holds a current ground or flight instructor licence with the appropriate rating, and has given at least 100 hours of ground training in a course which has been approved by the DCA.
 - (iii) Meets the eligibility requirements prescribed in 2.2.6.
 - (iv) For training in preparation for an aeroplane or helicopter rating, has given at least 200 hours of flight training as a flight instructor.
 - (v) For training in preparation for a glider rating, has given at least 80 hours of flight training as a flight instructor.
- (7) Prohibition against self endorsements. A flight instructor may not make any self-endorsement for a licence, rating, flight review, authorisation, operating privilege, skill test, or knowledge test that is required by Part 2.
- (8) Category II and Category III instructions: A flight instructor may not give training in Category II or Category III operations unless the flight instructor has been trained and tested in Category II or Category III operations as applicable.
- (n) The skill test and proficiency check for flight instructor ratings in the categories of aeroplane, helicopter, powered-lift, airship, balloon, and glider, as well as instrument ratings (aeroplane, helicopter, and powered-lift) and additional type ratings are included in IS 2.3.8.2.

2.3.8.3 INSTRUCTOR AUTHORISATION FOR FLIGHT SIMULATION TRAINING

- (a) Current and former holders of professional pilot licences, having instructional experience can apply for an authorisation to provide flight instruction in a flight simulation training device, provided the applicant has at least 2 years experience as instructor in flight simulation training devices.
 - (1) Skill. The applicant shall have demonstrated in a skill test, in the category and in the class or type of aircraft for which instructor authorisation privileges are sought, the ability to instruct in those areas in which ground instruction is to be given.

- (2) Privileges. Subject to compliance with the requirements specified in this Part, the privileges of the holder of an authorisation are to carry out instruction in a flight simulation training device for the issue of a class or type rating in the appropriate category of aircraft.
- (3) Validity. Subject to compliance with the requirements specified in this Part, the validity period of an instructor authorisation for flight simulation training is 2 years.
- (4) Renewal. Renewal of the authorisation requires the successful completion of a proficiency check.
- (5) Reissue. If the authorisation has expired, the applicant must complete refresher training and successfully pass a skill test in the category and class or type of aircraft for which instructor authorisation privileges are sought.

2.3.8.4 GROUND INSTRUCTOR AUTHORISATION

- (a) Age. The applicant for a ground instructor licence shall be at least 18 years of age.
- (b) Knowledge.
 - (1) Receive and log training from an authorised instructor and pass a knowledge test on the aeronautical knowledge areas appropriate to the aircraft category, for the licence and ratings below as applicable—
 - (i) For a basic rating, the knowledge for a student and private pilot licence as listed in this Part;
 - (ii) For an advanced rating, the student, private, commercial and airline transport pilot knowledge areas as listed in this Part.
 - (iii) For an instrument rating, the knowledge for the instrument rating as listed in this Part.
 - (2) Meet the requirements of for fundamentals of knowledge instructing as listed in 2.2.6
- (c) Privileges. The holder of a ground instructor licence may exercise the privileges appropriate to the licence and rating held.
 - (1) A person who holds a ground instructor licence with a basic rating is authorised to provide—
 - (i) Ground training in the aeronautical knowledge areas required for the issuance of a student pilot authorisation or private pilot licence or associated ratings;
 - (ii) Ground training required for a private pilot flight review; and
 - (iii) A recommendation for a knowledge test required for the issuance of a private pilot licence.
 - (2) A person who holds a ground instructor licence with an advanced rating is authorised to provide—
 - (i) Ground training in the aeronautical knowledge areas required for the issuance of any licence or rating;
 - (ii) Ground training required for any flight review; and
 - (iii) A recommendation for a knowledge test required for the issuance of any licence.

- (3) A person who holds an instrument ground instructor rating is authorised to provide—
 - (i) Ground training in the aeronautical knowledge areas required for the issuance of an instrument rating;
 - (ii) Ground training required for an instrument proficiency check; and
 - (iii) A recommendation for a knowledge test required for the issuance of an instrument rating.
 - (4) A person who holds a ground instructor licence is authorised, within the limitations of the licence and ratings on the ground instructor licence, to endorse the logbook or other training record of a person to whom the holder has provided the training or recommendation specified in (1) through (3) of this subsection.
- (d) Currency requirements. The validity period for a ground instructor licence is 2 years.
- (1) The holder of a ground instructor licence may not perform the duties of a ground instructor unless, within the preceding 24 months—
 - (i) The person has served for at least 3 months as a ground instructor; or
 - (ii) The person has received an endorsement from an authorised ground or flight instructor certifying that the person has demonstrated satisfactory proficiency with the standards prescribed in this part for the authorisation and rating.

2.3.9 DESIGNATED PILOT EXAMINERS (DPE) / DESIGNATED CHECK PILOT(DCP)

2.3.9.1 REQUIREMENTS AND SKILL TEST

- (a) Age. An applicant for a DPE/DCP shall be at least 21 years of age.
- (b) Medical. An applicant for DPE/DCP shall have a Class 1 medical certificate.
- (c) General eligibility. An applicant for a DPE/DCP shall:
 - (1) Hold at least the licence and/or class/type ratings as applicable for which examining DCA is sought;
 - (2) Hold at least the flight instructor ratings for which examining DCA is sought or be serving in a comparable position as an air operator check airman or check pilot or comparable position in an Approved Training Organisation;
 - (3) Have a reputation for integrity and dependability in the industry and the community;
 - (4) Have a good record as a pilot and flight instructor in regard to accidents, incidents, and violations; and
 - (5) Have pilot and instructor licence/ratings that have never been revoked for falsification or forgery.
- (d) Knowledge: The applicant for a DPE/DCP shall pass a pre-designation knowledge test in the areas appropriate to the category of aircraft for which designation is sought.
- (e) Skill test. The applicant for a DPE/DCP shall pass a skill test conducted by an inspector of the DCA who holds a current and valid licence with appropriate category, and if applicable class and type ratings, in the areas of operation contained in IS 2.3.9.1.
- (f) Maintaining currency. After designation, a DPE/DCP shall maintain currency by:

- (1) Attending initial and recurrent training provided by the DCA, and
- (2) Maintain a current and valid:
 - (i) Pilot licence, and if applicable, class/type ratings appropriate to the designation;
 - (ii) Flight instructor licence and ratings applicable to the designation; and
 - (iii) Class I medical certificate.
- (g) Privileges. Subject to compliance with the requirements specified in this Part, the privileges of the examiner's designation are to conduct skill tests and proficiency checks for a licence and rating(s) as listed on the DPE/DCP certificate.
- (h) Validity. Subject to compliance with the requirements specified in this Part, the validity period of an examiner's designation is 1 year.
- (i) Renewal.
 - (1) Renewal will be at the discretion of the DCA.
 - (2) An applicant for renewal shall pass the appropriate skill test on the areas of operation listed in IS 2.3.9.1
- (j) Additional designations. When the DCA deems it necessary for a DPE/DCP to receive additional designations, DPE/DCP:
 - (1) Shall meet all the requirements in this Part for the designation;
 - (2) Need not take an additional knowledge test provided the designation is within the same aircraft category.
- (k) The requirements for the designation of a pilot examiner and a check pilot are included in IS 2.3.9.1.
 - (1) given in gliders.

2.3.9.2 EXPERIENCE REQUIREMENTS FOR DPE / DCP

- (a) Experience: —Aeroplane Category. The DPE/DCP applicant shall have at least:
 - (1) An appropriate professional licence with an aeroplane category rating, appropriate class rating(s) and an Instrument—Aeroplane rating.
 - (2) A valid flight instructor certificate with an aeroplane category rating, the appropriate class rating(s) and an Instrument-Aeroplane rating.
 - (3) 2,000 hours as PIC, which includes at least:
 - (i) 1,500 hours in aeroplanes, of which 300 hours were accrued within the past year.
 - (ii) 500 hours in the class of aeroplane for which the designation is sought.
 - (iii) 100 hours at night in aeroplanes.
 - (iv) 200 hours in complex aeroplanes.
 - (v) 100 hours of instrument flight time in actual or simulated conditions.
 - (vi) For DCA to conduct skill tests in large or turbine-powered aeroplanes:

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- (A) 300 hours in large or turbine-powered aeroplanes, of which 50 hours are in the type of aeroplane for which designation is sought; and
 - (B) 25 hours for each additional type of large aeroplane for which designation is sought.
- (4) 500 hours as a flight instructor in aeroplanes which include at least:
- (i) 100 hours of flight instruction given in the class of aeroplane applicable to the designation sought;
 - (ii) 250 hours of instrument flight instruction, of which 200 hours were given in aeroplanes; and
 - (iii) 150 hours flight instruction given for either a CPL(A) or ATPL(A) or an IR(A).
- (b) Experience: —Helicopter Category. The DPE/DCP applicant shall have at least:
- (1) An appropriate professional licence with a helicopter category rating, appropriate class rating(s) and an Instrument –Helicopter rating.
 - (2) A valid flight instructor certificate with a helicopter category rating, the appropriate class rating(s) and an Instrument-Helicopter rating.
 - (3) 2,000 hours as PIC, which includes at least:
 - (i) 1,200 hours in helicopters, of which 100 hours were accrued within the past year;
 - (ii) 100 hours of instrument flight time in actual or simulated conditions; and
 - (iii) For DCA to conduct skill tests in large helicopters –
 - (A) 100 hours in large helicopters, of which 50 hours are in the type of helicopter for which designation is sought, and
 - (B) 25 hours for each additional type of large helicopter for which designation is sought.
 - (4) 250 hours as a flight instructor in helicopters, which include at least:
 - (i) 100 hours of flight instruction given in the helicopters; and
 - (ii) 50 hours of instrument flight instruction in helicopters.
- (c) Experience: —Powered-Lift Category. The DPE/DCP applicant shall have at least:
- (1) An appropriate professional licence with a powered-lift category rating, any applicable class rating(s) and an Instrument –Powered-lift rating.
 - (2) A valid flight instructor certificate with a powered-lift category rating, any applicable class rating(s) and an Instrument-Powered-lift rating.
 - (3) 2,000 hours as PIC, which includes at least:
 - (i) 1,500 hours in powered-lifts, of which 300 hours were accrued within the past year;
 - (ii) 100 hours at night in powered-lifts;
 - (iii) 100 hours of instrument flight time in actual or simulated conditions; and
 - (iv) For DCA to conduct skill tests in large or turbine-engine powered-lifts—

- (A) 300 hours in large or turbine-engine powered-lifts, of which 50 hours are in the type of powered-lift for which designation is sought; and
 - (B) 25 hours for each additional type of large aeroplane for which designation is sought.
- (4) 500 hours as a flight instructor in powered-lifts, which include at least:
- (i) 250 hours of instrument flight instruction, of which 200 hours were given in powered-lifts; and
 - (ii) 150 hours flight instruction given for either a CPL- powered-lift, ATPL – powered-lift or IR-powered-lift.

2.3.9.3 EXPERIENCE REQUIREMENTS FOR FLIGHT INSTRUCTOR EXAMINER (FIE)

- (a) The DPE/DCP applicant shall have at least:
- (1) The requirements for a DPE/DCP designation, as appropriate for the category and class of aircraft pertinent to the FIE designation sought; and
 - (2) Have held a Commercial Examiner or Commercial and Instrument Rating Examiner designation for at least a year prior to designation as a FIE.

2.3.9.4 WITHDRAWAL OF DPE/DCP PRIVILEGES

- (a) The DPE/DCP privileges may be withdrawn by DCA in part or in whole without assigning any reason thereof .In these cases,the DCA will issue a notice of suspension to the DPE/DCP concerned and inform the ATO/Air Operator affected. Where there is an immediate threat to safety this privilege can be withdrawn immediately. The DCA may withdraw a DPE/DCP's authority if evidence shows that the DPE/DCP has:
- (1) AT any time, acted in a manner which is in contravention of the guidelines contained in this manual;
 - (2) Placed a personal interest, or the interest of the company, ahead of the interest of the travelling public;
 - (3) Failed to attend the required initial or refresher training;
 - (4) Required instruction to maintain the required standards or to follow proper procedures;
 - (5) Fraudulently used DPE/DCP authority or has acted in any other way that would discredit the DCA;
 - (6) Breached the Myanmar Civil Aviation Regulaions;
 - (7) The Inspector determines during the course of a flight check, test or monitor ride, that the DPE/DCP no longer meets DCA standards. The DPE/DCP will be informed verbally, immediately upon completion of the check ride or test, or the Inspector may stop the check at the time the problems occur;
 - (8) Exercised poor judgement in assessing candidate's performance in relation to the standards.
 - (9) Has not performed his / her duties in accordance with the prescribed procedure.

2.4 MEDICAL PROVISIONS FOR LICENSING

2.4.1 GENERAL

- (a) Routine analysis of in-flight incapacitation events and medical findings during medical assessments to identify areas of increased medical risk; and
- (b) Continuous re-evaluation of the medical assessment process to concentrate on identified areas of increases medical risk.

2.4.1.1 APPLICABILITY

- (a) This Section prescribes the requirements and procedures for issuing, renewing and reissuing Class 1, Class 2 and Class 3 medical certificates.

2.4.1.2 MEDICAL FITNESS

- (a) The applicants for a flight crew licence and air traffic controller licence shall hold a medical certificate issued in accordance with this Part.
- (b) The flight crew members or air traffic controllers shall not exercise the privileges of their licence unless they hold a current medical certificate appropriate to the licence.

2.4.1.3 DESIGNATED AVIATION MEDICAL EXAMINERS (DAME)

- (a) Subject to compliance with the requirements specified in this Part, the DCA may designate qualified and licensed physicians in the practice of medicine, to be authorised as a DAME and conduct medical examinations of fitness of applicants for the issue, renewal or re-issue of the licences or ratings specified in this Part. DAMEs may be designated outside of Myanmar.
- (b) DAMEs shall have had, or shall receive initial and recurrent training in aviation medicine. Initial training shall include:
 - (1) Basic training in aviation medicine for Class 2 and 3 medical examinations on the subjects listed in IS 2.4.1.3. (a); and
 - (2) Advanced training in aviation medicine for Class 1 medical examinations on the subjects listed in IS 2.4.1.3(b).
- (c) DAMEs should acquire knowledge and experience of the conditions in which the holders of licences and ratings carry out their duties
- (d) The DAME shall be required to submit sufficient information to the Licensing DCA to enable that DCA to undertake Medical Assessments audits.
- (e) The authorisation of a DAME is valid for 3 years. The DAME shall have completed at least 10 examinations for a medical certificate per year. Renewal of the DAME designation will be at the discretion of the DCA.
- (f) Having completed the medical examination of an applicant in accordance with this Section, the DAME shall submit a signed report to the DCA, detailing the results of the examination.
- (g) The DCA will use the services of physicians experienced in the practice of aviation medicine, when it is necessary to evaluate reports submitted to the DCA by DAME.
- (h) If the medical examination is carried out by a constituted group of DAMEs, the head of the group will be appointed by the DCA, who will be responsible for coordinating the results of the examination and signing the report.

- (i) The DCA retains the right to reconsider any action of a DAME.
- (j) The DAME shall respect medical confidentiality at all times.
- (k) The DAME shall securely hold all medical reports and records with accessibility restricted to authorised personnel.

Note : If the medical report is submitted to the DCA in electronic format, adequate identification of the examiner shall be established.

2.4.1.4 AVIATION MEDICAL EXAMINATIONS

- (a) Applicants for licences or ratings for which medical fitness is prescribed shall sign and furnish to the medical examiner a declaration stating whether they have previously undergone such an examination and, if so, the date, place and results of last examination.
- (b) The applicant shall indicate to the medical examiner whether a medical certificate has previously been refused, revoked or suspended and, if so, the reason for such refusal, revocation or suspension.
- (c) Each applicant for a medical certificate shall provide the medical examiner with a personally certified statement of medical facts concerning personal, familial and hereditary history.
- (d) Each applicant for a medical certificate shall produce proof of identification as specified in 2.2.5.5(c).
- (e) Any false declaration to a medical examiner made by an applicant for a licence or rating shall be reported to the DCA for such action as may be considered appropriate.
- (f) The applicant shall complete the appropriate application form as prescribed by the DCA.

2.4.1.5 SPECIAL CIRCUMSTANCES

- (a) If the medical requirements prescribed in Part 2 for a particular licence are not met, the appropriate medical certificate will not be issued, renewed or re-issued unless the following conditions are fulfilled:
 - (1) Accredited medical conclusion indicates that in special circumstances the applicant's failure to meet any requirement, whether numerical or otherwise, is such that exercise of the privileges of the licence applied for is not likely to jeopardise flight safety;
 - (2) Relevant ability, skill and experience of the applicant and operational conditions have been given due consideration; and
 - (3) The licence is endorsed by the DCA with any special limitation or limitations when the safe performance of the licence holder's duties is dependent on compliance with such limitation or limitations.
- (b) The DAME shall report to the DCA any individual case where, in the DAME's judgment, an applicant's failure to meet any requirement, whether numerical or otherwise, is such that exercise of the privileges of the licence being applied for, or held, is not likely to jeopardise flight safety.
- (c) Circumstances in which a medical examination may be deferred. The prescribed re-examination of a licence holder operating in an area distant from designated medical examination facilities may be deferred at the discretion of the Licensing Authority, provided that such deferment shall only be made as an exception and shall not exceed:

- (i) a single period of six months in the case of a flight crew member of an aircraft engaged in non-commercial operations;
- (ii) two consecutive periods each of three months in the case of a flight crew member of an aircraft engaged in commercial operations provided that in each case a favourable medical report is obtained after examination by a designated medical examiner of the area concerned, or, in cases where such a designated medical examiner is not available, by a physician legally qualified to practise medicine in that area. A report of the medical examination shall be sent to the Licensing Authority where the licence was issued;
- (iii) in the case of a private pilot, a single period not exceeding 24 months where the medical examination is carried out by an examiner designated by the Contracting State in which the applicant is temporarily located. A report of the medical examination shall be sent to the Licensing Authority where the licence was issued.

2.4.1.6 DECREASE OF MEDICAL FITNESS

- (a) Holders of licences provided for in this Part shall not exercise the privileges of their licences and related ratings at any time when they are aware of any decrease in their medical fitness which might render them unable to safely and properly exercise these privileges.

2.4.1.7 USE OF PSYCHOACTIVE SUBSTANCES

- (a) Holders of licences provided for in this Part shall not exercise the privileges of their licences and related ratings while under the influence of any psychoactive substance which might render them unable to safely and properly exercise these privileges.
- (b) Holders of licences provided for in this Part shall not engage in any problematic use of substances.

2.4.1.8 MEDICAL CERTIFICATE

- (a) The medical certificate shall be in a form and manner prescribed by the DCA. The items required on the licence are indicated in IS 2.4.1.8.
- (b) Issue of medical certificates.
 - (1) A medical certificate will be issued to any person who meets the medical requirements prescribed in this Subpart, based on medical examination and evaluation of the applicant's history and condition.
 - (i) The issue of the Class 1 medical certificate may be specifically delegated to an DAME.
 - (ii) The issue of Class 2 and 3 medical certificates may be delegated to any authorised DAME.
 - (2) Each person to be issued a medical certificate shall undergo a medical examination based on the physical and mental requirements contained in this Subpart.
 - (3) Any person who does not meet the medical requirements of this Subpart may apply for the discretionary issuance of a certificate under 2.4.1.5.

- (c) Validity:
 - (1) The validity period of the medical certificate shall be:
 - (i) 12 months for the Class 1 for the CPL and ATPL licences.
 - (ii) 60 months for the Class 2 for the SPL and PPL licences.
 - (iii) 48 months for the Class 3 for the air traffic controller licence.
 - (2) The exceptions for the validity period of the medical certificate are:
 - (i) When the holders have passed their 40th birthday:
 - (A) The 60 month interval specified for the SPL, PPL and air traffic controller licence shall be reduced to 24 months; and
 - (B) The 12-month interval specified for the CPL and ATPL shall be reduced to 6 months.
 - (ii) When holders have passed their 50th birthday:
 - (A) The 24-month interval specified for the SPL, PPL and air traffic controller licence shall be reduced to 12 months.
 - (iii) When holders have passed their 60th birthday:
 - (A) The 6-month interval specified for the CPL and ATPL shall be reduced to 3 months.
 - (3) For initial issuance of the medical certificate, the period of validity shall begin on the date the medical examination is performed. The period of validity shall for the last month counted, include the day that has the DAME calendar number as the date of the medical examination or, if that month has no day with that number, the last day of that month.
 - (4) The period of validity of a Medical Certificate may be extended at the discretion of the Licensing DCA, up to 45 days.
 - (5) The period of validity of a medical certificate may be reduced when clinically indicated.
 - (6) A pilot who are pregnant shall be assessed as unfit unless obstetrical evaluation and continued medical supervision indicate a low-risk uncomplicated pregnancy.
- (d) Renewal or re-issue of a medical certificate.
 - (1) The requirements to be met for the renewal or re-issue of a medical certificate are the DAME as those for the initial certificate except where otherwise specifically stated.
 - (2) The renewal of the Class 1, 2 and 3 medical certificates may be delegated to the DAME.
 - (3) Re-issue of the Class 1 medical certificate will either be done by the DCA or specifically delegated to an DAME.
 - (4) Re-issue of the Class 2 and 3 medical certificates may be delegated to an DAME.
- (e) Limitation or denial.
 - (1) The DCA may, for medical reasons justified and notified to the applicant, limit or deny a medical certificate.
- (f) Suspension or revocation of a medical certificate.

- (1) The DCA may in accordance with paragraph 2.2.9 suspend or revoke a medical certificate issued, if it is established that an applicant or a certificate holder has not met, or no longer meets the requirements of Part 2.

2.4.1.9 MEDICAL ASSESSOR

- (a) The DCA medical assessor will periodically evaluate the competence of each DAME.
- (b) The DCA will use the services of physicians experienced in the practice of aviation medicine when it is necessary to evaluate reports submitted to the DCA by medical examiners.
- (c) The Medical Assessor shall be required to audit the DAME for good medical practice and aeromedical risk assessment.
- (d) An important duty of medical assessor is the safeguarding of medical confidentiality.
- (e) Responsible for the supervision and control of DAMEs, including enforcement action in case of DAME cannot performed his duties in accordance with prescribed procedures.

2.4.2 MEDICAL REQUIREMENTS

2.4.2.1 GENERAL

- (a) An applicant for a Medical Certificate issued in accordance with this Part, shall undergo a medical examination based on the following requirements:
 - (1) Physical and mental;
 - (2) Visual and colour perception; and
 - (3) Hearing.

2.4.2.2 PHYSICAL AND MENTAL REQUIREMENTS

- (a) An applicant for any class of Medical Assessment shall be required to be free from:
 - (1) Any abnormality, congenital or acquired; or
 - (2) Any active, latent, acute or chronic disability; or
 - (3) Any wound, injury or sequelae from operation; or
 - (4) Any effect or side-effect of any prescribed or non-prescribed therapeutic medication taken; such as would entail a degree of functional incapacity which is likely to interfere with the safe operation of an aircraft or with the safe performance of duties.
- (b) An applicant with depression, being treated with antidepressant medication, shall be assessed as unfit unless the medical assessor, having access to the details of the case concerned, considers the applicant's condition as unlikely to interfere with the safe exercise of the applicant's licence and rating privileges.

2.4.2.3 VISUAL ACUITY TEST REQUIREMENTS

- (a) Visual acuity tests must be conducted in an environment with a level of illumination that corresponds to ordinary office illumination (30-60cd/m²).
- (b) Visual acuity must be measured by means of a series of Landolt rings or similar optotypes, placed at a distance from the applicant appropriate to the method of testing adopted.

2.4.2.4 COLOUR PERCEPTION REQUIREMENTS

- (a) The applicant shall be required to demonstrate the ability to perceive readily those colours the perception of which is necessary for the safe performance of duties.
- (b) The applicant shall be tested for the ability to correctly identify a series of pseudoisochromatic plates in daylight or in artificial light of the sDAME colour temperature such as that provided by CIE standard illuminants C or D65 as specified by the International Commission of Illumination (CIE).
- (c) An applicant obtaining a satisfactory result as prescribed by the DCA shall be assessed as fit. An applicant failing to obtain a satisfactory result in such a test shall be assessed as unfit unless able to readily distinguish the colours used in air navigation and correctly identify aviation coloured lights. Applicants who fail to meet these criteria shall be assessed as unfit except for Class 2 assessment with the following restriction: valid daytime only.

2.4.2.5 HEARING TEST REQUIREMENTS

- (a) Applicants shall be required to demonstrate hearing performance sufficient for the safe exercise of their licence and rating privileges.
- (b) The hearing test may be conducted using a pure tone audiometer or alternate method that will provide equivalent results. This test shall be performed at the first medical examination and then at specified intervals according to the class of medical examination and age of the applicant.
- (c) If a pure tone audiometer is used, the reference zero for calibration is that of the International Organisation for Standardisation (ISO) Recommendation R389, 1964.
- (d) For hearing tests where audiometry is not performed, applicants shall be tested in a quiet room by whispered and spoken voice tests under the following conditions.
 - (1) A quiet room is a room in which the intensity of the background noise is less than 35 dB(A) when measured on "slow" response of an "A"-weighted sound level meter.
 - (2) the sound level of an average conversational voice at 1 m from the point of output is 60dB(A) and that of a whispered voice is 45dB(A). At 2 m from the speaker, the sound is 6 dB(A) lower.
- (e) The holder of a PPL with an instrument rating shall meet the hearing requirements for the Class 1 medical certificate.

2.4.2.6 CLASS 1 MEDICAL CERTIFICATE

- (a) Certificate issue and renewal
 - (1) The level of medical fitness to be met for the renewal of a medical certificate shall be the DAME as that for the initial assessment except where otherwise specifically stated.
 - (2) An applicant for a CPL or ATPL shall undergo an initial medical examination for the issue of a Class 1 Medical Certificate.
 - (3) Except where otherwise stated in this subpart, holders of CPL or ATPL shall have their Class 1 medical certificate renewed at intervals not exceeding those specified below.

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- (4) In alternate years, for Class 1 applicants under 40 years of age, [the DCA] may, at its discretion, allow medical examiners to omit certain routine examination items related to the assessment of physical fitness, while increasing the emphasis on health education and prevention of ill health.
 - (5) A Class 1 medical certificate will be issued when the applicant complies with the requirements of this Part.
- (b) Physical and mental requirements
- (1) The applicant shall not suffer from any disease or disability which could render that applicant likely to become suddenly unable either to operate an aircraft safely or to perform assigned duties safely.
 - (2) The applicant shall have no established medical history or clinical diagnosis of any of the following such as might render the applicant unable to safely exercise the privileges of the licence applied for or held:
 - (i) An organic mental disorder;
 - (ii) A mental or behavioural disorder due to use of psychoactive substances; this induces dependence syndrome induced by alcohol or other psychoactive substances;
 - (iii) Schizophrenia or a schizotypal or delusional disorder;
 - (iv) A mood (affective) disorder;
 - (v) A neurotic, stress-related or somatoform disorder;
 - (vi) A disorder of adult personality or behaviour, particularly if manifested by repeated overt acts;
 - (vii) Mental retardation;
 - (viii) A disorder of psychological development;
 - (ix) A behavioural or emotional disorder, with onset in childhood or adolescence; or
 - (x) A mental disorder not otherwise specified.
 - (3) The applicant shall have no established medical history or clinical diagnosis of any of the following:
 - (i) A progressive or non-progressive disease of the nervous system, the effects of which, according to accredited medical conclusion, are likely to interfere with the safe exercise of the applicant's licence and rating privileges;
 - (ii) Epilepsy; or
 - (iii) Any disturbance of consciousness without satisfactory medical explanation of cause.
 - (4) The applicant shall not have suffered any head injury, the effects of which, according to accredited medical conclusion, are likely to interfere with the safe exercise of the applicant's licence and rating privileges shall be assessed as unfit.
 - (5) The applicant shall not possess any abnormality of the heart, congenital or acquired, which is likely to interfere with the safe exercise of the applicant's licence and rating privileges. A history of proven myocardial infarction shall be disqualifying.

- (6) An applicant who has undergone coronary by-pass grafting or angioplasty (with or without stenting) or other cardiac intervention or who has a history of myocardial infarction or who suffers from any other potentially incapacitating cardiac condition shall be assessed as unfit unless the applicant's cardiac condition has been investigated and evaluated in accordance with best medical practice and is assessed not likely to interfere with the safe exercise of the applicant's licence or rating privileges.
- (7) An applicant with an abnormal cardiac rhythm shall be assessed as unfit unless the cardiac arrhythmia has been investigated and evaluated in accordance with the safe exercise of the applicant's licence or rating privileges.
- (8) Electrocardiography shall form part of the heart examination for the first issue of a medical certificate.
- (9) Electrocardiography shall be included in re-examination of applicants over the age of 50 at least annually.
- (10) The systolic and diastolic blood pressures shall be within normal limits.
- (11) The use of drugs for control of high blood pressure is disqualifying except for those drugs, the use of which, according to accredited medical conclusion is compatible with the safe exercise of the applicant's licence and rating privileges.
- (12) There shall be no significant functional or structural abnormality of the circulatory system.
- (13) There shall be no acute disability of the lungs or any active disease of the structures of the lungs, mediastinum or pleura likely to result in incapacitating symptoms during normal or emergency operations.
- (14) Radiography should form a part of the initial chest examination.
- (15) Applicant's with chronic obstructive pulmonary disease shall be assessed as unfit unless the applicant's condition has been investigated and evaluated in accordance with best medical practice and is assessed not likely to interfere with the safe exercise of the applicant's licence or rating privileges.
- (16) Applicant's with asthma causing significant symptoms or likely to cause incapacitating symptoms during normal or emergency operations shall be assessed as unfit.
- (17) The use of drugs for control of asthma shall be disqualifying except for those drugs, the use of which is compatible with the safe exercise of the applicant's licence and rating privileges.
- (18) Applicants with active pulmonary tuberculosis shall be assessed as unfit.
- (19) Applicants with quiescent or healed lesions which are known to be tuberculous, or are presumably tuberculous in origin, may be assessed as fit.
- (20) Applicants with significant impairment of the function of the gastrointestinal tract or its adnexa shall be assessed as unfit.
- (21) The applicant shall be completely free from those hernias that might give rise to incapacitating symptoms.
- (22) Applicants with sequela of disease of, or surgical intervention on any part of the digestive tract or its adnexa, likely to cause incapacity in flight, in particular any obstructions due to stricture or compression shall be assessed as unfit.

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- (23) An applicant who has undergone a major surgical operation on the biliary passages or the digestive tract or its adnexa, with a total or partial excision or a diversion of any of these organs should be assessed as unfit until such time as the medical DCA designated for the purpose by Myanmar and having access to the details of the operation concerned considers that the effects of the operation are not likely to cause incapacity in flight.
 - (24) Applicants with metabolic, nutritional or endocrine disorders that are likely to interfere with the safe exercise of the applicant's licence and rating privileges shall be assessed as unfit.
 - (25) Applicants with insulin-treated diabetes mellitus shall be assessed as unfit.
 - (26) Applicants with non-insulin-treated diabetes mellitus shall be assessed as unfit unless the condition is shown to be satisfactorily controlled by diet alone or by diet combined with oral anti-diabetic medication, the use of which is compatible with the safe exercise of the applicant's licence and rating privileges.
 - (27) Applicants with disease of the blood and/or the lymphatic system shall be assessed as unfit unless adequately investigated and their condition found unlikely to interfere with the safe exercise of the applicant's licence and rating privileges.
 - (28) Applicants with renal or genitourinary disease shall be assessed as unfit, unless adequately investigated and their condition found unlikely to interfere with the safe exercise of the applicant's licence and rating privileges.
 - (29) Urine examination shall form part of the medical examination and abnormalities shall be adequately investigated.
 - (30) Applicants with sequelae of disease or surgical procedures on the kidneys or the genitourinary tract, in particular any obstructions due to stricture or compression, shall be assessed as unfit unless the applicant's condition has been investigated and evaluated in accordance with the best medical practice and is assessed not likely to interfere with the safe exercise of the applicant's licence or rating privileges.
 - (31) Applicants who have undergone nephrectomy shall be assessed as unfit unless the condition is well compensated.
 - (32) Applicants who are seropositive for human immunodeficiency virus (HIV) shall be assessed as unfit unless the applicant's condition has been investigated and evaluated in accordance with best medical practice and is assessed as not likely to interfere with the safe exercise of the applicant's licence or rating privileges.
 - (33) Applicants who are pregnant shall be assessed as unfit unless obstetrical evaluation and continued medical supervision indicate a low-risk, uncomplicated pregnancy. The fit assessment period may be limited from the end of the 12th week until the end of the 26th week of gestation.
 - (34) Following confinement or termination of pregnancy, the applicant shall not be permitted to exercise the privileges of her licence until she has undergone re-evaluation in accordance with best medical practice and has been assessed as fit to safely exercise the privileges of her licence and ratings.
 - (35) The applicant shall not possess any abnormality of the bones, joints, muscles, tendons or related structures which is likely to interfere with the safe exercise of the applicant's licence and rating privileges.

- (36) The applicant shall not possess any abnormality or disease of the ear or related structures which is likely to interfere with the safe exercise of the applicant's licence and rating privileges.
 - (37) There shall be:
 - (i) No disturbance of vestibular function;
 - (ii) No significant dysfunction of the Eustachian tubes; and
 - (iii) No unhealed perforation of the tympanic membranes.
 - (38) A single dry perforation of the tympanic membrane need not render the applicant unfit.
 - (39) There shall no nasal obstruction and no malformation nor disease of the buccal cavity or upper respiratory tract which is likely to interfere with the safe exercise of the applicant's licence and rating privileges.
 - (40) Applicants with stuttering or other speech defects sufficiently severe to cause impairment of speech communication shall be assessed as unfit.
- (c) Visual requirements
- (1) The function of the eyes and their adnexae shall be normal. There shall be no active pathological condition, acute or chronic, or any sequelae of surgery or trauma of the eyes or their adnexae likely to reduce proper visual function to an extent that would interfere with the safe exercise of the applicant's licence and rating privileges.
 - (2) Distant visual acuity with or without correction shall be 6/9 or better in each eye separately, and binocular visual acuity shall be 6/6 or better. No limits apply to uncorrected visual acuity. Where this standard of visual acuity can be obtained only with correcting lenses, the applicant may be assessed as fit provided that:
 - (i) Such correcting lenses are worn during the exercise of the privileges of the licence or rating applied for or held; and
 - (ii) In addition, a pair of suitable correcting spectacles is kept readily available during the exercise of the privileges of the applicant's licence.
 - (3) Applicants may use contact lenses to meet the requirement of (b) provided that:
 - (i) The lenses are monofocal and non-tinted;
 - (ii) The lenses are well tolerated; and
 - (iii) A pair of suitable correcting spectacles is kept readily available during the exercise of the licence privileges.
 - (4) Applicants with a large refractive error shall use contact lenses or high-index spectacle lenses.
 - (5) Applicants whose uncorrected distant visual acuity in either eye is worse than 6/60 shall be required to provide a full ophthalmic report prior to initial Medical certificate and every five years thereafter.
 - (6) Applicants who have undergone surgery affecting the refractive status of the eye shall be assessed as unfit unless they are free from those sequelae which are likely to interfere with the safe exercise of their licence and rating privileges.

- (7) The applicant shall have the ability to read, while wearing the correcting lenses, if any, the N5 chart or its equivalent at a distance selected by that applicant in the range of 30 to 50 cm and the ability to read the N14 chart or its equivalent at a distance of 100 cm. If this requirement is met only by the use of near correction, the applicant may be assessed as fit provided that this near correction is added to the spectacle correcting already prescribed in accordance with this paragraph; if no such correction is prescribed, a pair of spectacles for near use shall be kept readily available during the exercise of the privileges of the licence. When near correction is required, the applicant shall demonstrate that one pair of spectacles is sufficient to meet both distant and near visual requirements.
 - (8) When near correction is required in accordance with this paragraph, a second pair of near-correction spectacles shall be kept available for immediate use.
 - (9) The applicant shall be required to have normal fields of vision.
 - (10) The applicant shall be required to have normal binocular function.
 - (11) Reduced stereopsis, abnormal convergence not interfering with near vision, and ocular misalignment where the fusional reserves are sufficient to prevent asthenopia and diplopia may not be disqualifying.
- (d) Hearing requirements.
- (1) The applicant shall be tested by pure-tone audiometry.
 - (i) At the initial medical examination.
 - (ii) At least once every five years up to the age of 40 years.
 - (iii) At least once every three years after the age of 40 years.
 - (2) The applicant shall not have a hearing loss in either ear separately, of more than 35 dB at any of the frequencies 500, 1 000 or 2 000 Hz, or more than 50 dB at 3 000 Hz. However, an applicant with a hearing loss greater than the above may be declared fit provided that:
 - (i) The applicant has a hearing performance in each ear separately equivalent to that of a normal person, against a background noise that will simulate the masking properties of flight deck noise upon speech and beacon signals; and
 - (ii) The applicant has the ability to hear an average conversational voice in a quiet room, using both ears, at a distance of 2 m from the examiner, with the back turned to the examiner.
 - (3) Alternatively, a practical hearing test conducted in flight in the cockpit of an aircraft of the type for which the applicant's licence and ratings are valid may be used.

2.4.2.7 CLASS 2 MEDICAL CERTIFICATE

- (a) Certificate issue and renewal.
 - (1) An applicant for a PPL licence shall undergo an initial medical examination for the issue of a Class 2 Medical Certificate.
 - (2) Except where otherwise stated in this subpart, holders of a PPL licence shall have their Class 2 Medical Certificate renewed at intervals not exceeding those specified in this subpart.

- (3) A Class 2 Medical Certificate will be issued when the applicant complies with the requirements of this Part.
- (b) Physical and mental requirements.
 - (1) The applicant shall not suffer from any disease or disability which could render that applicant likely to become suddenly unable either to operate an aircraft safely or to perform assigned duties safely.
 - (2) The applicant shall have no established medical history or clinical diagnosis of any of the following such as might render the applicant unable to safely exercise the privileges of the licence applied for or held:
 - (i) An organic mental disorder;
 - (ii) A mental or behavioural disorder due to use of psychoactive substances; this induces dependence syndrome induced by alcohol or other psychoactive substances;
 - (iii) Schizophrenia or a schizotypal or delusional disorder;
 - (iv) A mood (affective) disorder;
 - (v) A neurotic, stress-related or somatoform disorder;
 - (vi) A disorder of adult personality or behaviour, particularly if manifested by repeated overt acts;
 - (vii) Mental retardation;
 - (viii) A disorder of psychological development;
 - (ix) A behavioural or emotional disorder, with onset in childhood or adolescence; or
 - (x) A mental disorder not otherwise specified.
 - (3) An applicant with depression, being treated with antidepressant medication, should be assessed as unfit unless the medical assessor, have access to the details of the case concerned, considers the applicant's condition as unlikely to interfere with the safe exercise of the applicant's licence and rating privileges.
 - (4) The applicant shall have no established medical history or clinical diagnosis of any of the following:
 - (i) A progressive or non-progressive disease of the nervous system, the effects of which, according to accredited medical conclusion, are likely to interfere with the safe exercise of the applicant's licence and rating privileges;
 - (ii) Epilepsy; or
 - (iii) Any disturbance of consciousness without satisfactory medical explanation of cause.
 - (5) The applicant shall not have suffered any head injury, the effects of which, according to accredited medical conclusion, are likely to interfere with the safe exercise of the applicant's licence and rating privileges shall be assessed as unfit.
 - (6) The applicant shall not possess any abnormality of the heart, congenital or acquired, which is likely to interfere with the safe exercise of the applicant's licence and rating privileges. A history of proven myocardial infarction shall be disqualifying.

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- (7) An applicant who has undergone coronary by-pass grafting or angioplasty (with or without stenting) or other cardiac intervention or who has a history of myocardial infarction or who suffers from any other potentially incapacitating cardiac condition shall be assessed as unfit unless the applicant's cardiac condition has been investigated and evaluated in accordance with best medical practice and is assessed not likely to interfere with the safe exercise of the applicant's licence or rating privileges.
 - (8) An applicant with an abnormal cardiac rhythm shall be assessed as unfit unless the cardiac arrhythmia has been investigated and evaluated in accordance with best medical practice and is assessed not likely to interfere with the safe exercise of the applicant's licence or rating privileges.
 - (9) Electrocardiography shall form part of the heart examination for the first issue of a medical certificate:
 - (i) After the age of 40; and
 - (ii) In re-examinations every two years after the age of 50.
 - (10) The systolic and diastolic blood pressures shall be within normal limits.
 - (11) The use of drugs for control of high blood pressure is disqualifying except for those drugs, the use of which, according to accredited medical conclusion is compatible with the safe exercise of the applicant's licence and rating privileges.
 - (12) There shall be no significant functional or structural abnormality of the circulatory system.
 - (13) There shall be no acute disability of the lungs or any active disease of the structures of the lungs, mediastinum or pleura likely to result in incapacitating symptoms during normal or emergency operations.
 - (i) Radiography should form a part of the initial chest examination.
 - (14) Applicant's with chronic obstructive pulmonary disease shall be assessed as unfit unless the applicant's condition has been investigated and evaluated in accordance with best medical practice and is assessed not likely to interfere with the safe exercise of the applicant's licence or rating privileges.
 - (15) Applicant's with asthma causing significant symptoms or likely to cause incapacitating symptoms during normal or emergency operations shall be assessed as unfit.
 - (16) The use of drugs for control of asthma shall be disqualifying except for those drugs, the use of which is compatible with the safe exercise of the applicant's licence and rating privileges.
 - (17) Applicants with active pulmonary tuberculosis shall be assessed as unfit.
 - (18) Applicants with quiescent or healed lesions which are known to be tuberculous, or are presumably tuberculous in origin, may be assessed as fit.
 - (19) Applicants with significant impairment of the function of the gastrointestinal tract or its adnexae shall be assessed as unfit.
 - (20) The applicant shall be completely free from those hernias that might give rise to incapacitating symptoms.
 - (21) Applicants with sequelae of disease of, or surgical intervention on any part of the digestive tract or its adnexae, likely to cause incapacity in flight, in particular any obstructions due to stricture or compression shall be assessed as unfit.

- (22) An applicant who has undergone a major surgical operation on the biliary passages or the digestive tract or its adnexae, with a total or partial excision or a diversion of any of these organs should be assessed as unfit until such time as the medical DCA designated for the purpose by Myanmar and having access to the details of the operation concerned considers that the effects of the operation are not likely to cause incapacity in flight.
- (23) Applicants with metabolic, nutritional or endocrine disorders that are likely to interfere with the safe exercise of the applicant's licence and rating privileges shall be assessed as unfit.
- (24) Applicants with insulin-treated diabetes mellitus shall be assessed as unfit.
- (25) Applicants with non-insulin-treated diabetes mellitus shall be assessed as unfit unless the condition is shown to be satisfactorily controlled by diet alone or by diet combined with oral anti-diabetic medication, the use of which is compatible with the safe exercise of the applicant's licence and rating privileges.
- (26) Applicants with disease of the blood and/or the lymphatic system shall be assessed as unfit unless adequately investigated and their condition found unlikely to interfere with the safe exercise of the applicant's licence and rating privileges.
- (27) Applicants with renal or genitor-urinary disease shall be assessed as unfit, unless adequately investigated and their condition found unlikely to interfere with the safe exercise of the applicant's licence and rating privileges.
- (28) Urine examination shall form part of the medical examination and abnormalities shall be adequately investigated.
- (29) Applicants with sequelae of disease or surgical procedures on the kidneys or the genitourinary tract, in particular any obstructions due to stricture or compression, shall be assessed as unfit unless the applicant's condition has been investigated and evaluated in accordance with the best medical practice and is assessed not likely to interfere with the safe exercise of the applicant's licence or rating privileges.
- (30) Applicants who have undergone nephrectomy shall be assessed as unfit unless the condition is well compensated.
- (31) Applicants who are seropositive for human immunodeficiency virus (HIV) shall be assessed as unfit unless the applicant's condition has been investigated and evaluated in accordance with best medical practice and is assessed as not likely to interfere with the safe exercise of the applicant's licence or rating privileges.
- (32) Applicants who are pregnant shall be assessed as unfit unless obstetrical evaluation and continued medical supervision indicate a low-risk, uncomplicated pregnancy.
- (33) For applicants with a low-risk uncomplicated pregnancy, evaluated and supervised in accordance with item 32 above, the fit assessment should be limited to the period from the end of the 12th week until the end of the 26th week of gestation.
- (34) Following confinement or termination of pregnancy, the applicant shall not be permitted to exercise the privileges of her licence until she has undergone re-evaluation in accordance with best medical practice and has been assessed as fit to safely exercise the privileges of her licence and ratings.
- (35) The applicant shall not possess any abnormality of the bones, joints, muscles, tendons or related structures which is likely to interfere with the safe exercise of the applicant's licence and rating privileges.

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- (36) The applicant shall not possess any abnormality or disease of the ear or related structures which is likely to interfere with the safe exercise of the applicant's licence and rating privileges.
- (37) There shall be:
- (i) No disturbance of vestibular function;
 - (ii) No significant dysfunction of the Eustachian tubes; and
 - (iii) No unhealed perforation of the tympanic membranes.
- (38) A single dry perforation of the tympanic membrane need not render the applicant unfit.
- (39) There shall no nasal obstruction and no malformation nor disease of the buccal cavity or upper respiratory tract which is likely to interfere with the safe exercise of the applicant's licence and rating privileges.
- (40) Applicants with stuttering or other speech defects sufficiently severe to cause impairment of speech communication shall be assessed as unfit.
- (c) Visual requirements
- (1) The function of the eyes and their adnexae shall be normal. There shall be no active pathological condition, acute or chronic, or any sequelae of surgery or trauma of the eyes or their adnexae likely to reduce proper visual function to an extent that would interfere with the safe exercise of the applicant's licence and rating privileges.
 - (2) Distant visual acuity with or without correction shall be 6/12 or better in each eye separately, and binocular visual acuity shall be 6/9 or better. No limits apply to uncorrected visual acuity. Where this standard of visual acuity can be obtained only with correcting lenses, the applicant may be assessed as fit provided that:
 - (i) Such correcting lenses are worn during the exercise of the privileges of the licence or rating applied for or held; and
 - (ii) In addition, a pair of suitable correcting spectacles is kept readily available during the exercise of the privileges of the applicant's licence.
 - (3) Applicants may use contact lenses to meet the requirement of (b) provided that:
 - (i) The lenses are monofocal and non-tinted;
 - (ii) The lenses are well tolerated; and
 - (iii) a pair of suitable correcting spectacles is kept readily available during the exercise of the licence privileges.
 - (4) Applicants with a large refractive error shall use contact lenses or high-index spectacle lenses.
 - (5) Applicants whose uncorrected distant visual acuity in either eye is worse than 6/60 shall be required to provide a full ophthalmic report prior to initial Medical certificate and every five years thereafter.
 - (6) Applicants who have undergone surgery affecting the refractive status of the eye shall be assessed as unfit unless they are free from those sequelae which are likely to interfere with the safe exercise of their licence and rating privileges.

- (7) The applicant shall have the ability to read, while wearing the correcting lenses, if any, the N5 chart or its equivalent at a distance selected by that applicant in the range of 30 to 50 cm. If this requirement is met only by the use of near correction, the applicant may be assessed as fit provided that this near correction is added to the spectacle correcting already prescribed in accordance with this paragraph; if no such correction is prescribed, a pair of spectacles for near use shall be kept readily available during the exercise of the privileges of the licence. When near correction is required, the applicant shall demonstrate that one pair of spectacles is sufficient to meet both distant and near visual requirements.
 - (8) When near correction is required in accordance with this paragraph, a second pair of near-correction spectacles shall be kept available for immediate use.
 - (9) The applicant shall be required to have normal fields of vision.
 - (10) The applicant shall be required to have normal binocular function.
 - (11) Reduced stereopsis, abnormal convergence not interfering with near vision, and ocular misalignment where the fusional reserves are sufficient to prevent asthenopia and diplopia may not be disqualifying.
- (d) Hearing requirements.
- (1) The applicant shall be tested by pure-tone audiometry.
 - (i) At the initial medical examination.
 - (ii) At least once every two years after the age of 50 years.
 - (2) When tested by pure-tone audiometry, an applicant with a hearing loss, in either ear separately, of more than 35 dB at any of the frequencies 500, 1 000 or 2 000 Hz, or more than 50 dB at 3 000 Hz, shall be assessed as unfit.
 - (3) The applicant shall have the ability to hear an average conversational voice in a quiet room, using both ears, at a distance of 2 m from the examiner, with the back turned to the examiner or be assessed as unfit.
 - (4) The applicant who holds a PPL with an IR shall meet the hearing requirements for a Class 1 medical certificate.

2.4.2.8 CLASS 3 MEDICAL CERTIFICATE

- (a) Certificate issue and renewal.
 - (1) An applicant for an Air Traffic Controller licence shall undergo an initial medical examination for the issue of a Class 3 Medical Certificate.
 - (2) Except where otherwise stated in this subpart, holders of an Air Traffic Controller licence shall have their Class 3 Medical Certificate renewed at intervals not exceeding those specified in this subpart.
 - (3) A Class 3 Medical Certificate will be issued when the applicant complies with the requirements of this Part.
- (b) Physical and mental requirements.

- (1) The applicant shall not suffer from any disease or disability which could render that applicant likely to become suddenly unable either to operate an aircraft safely or to perform assigned duties safely.
- (2) The applicant shall have no established medical history or clinical diagnosis of any of the following such as might render the applicant unable to safely exercise the privileges of the licence applied for or held:
 - (i) An organic mental disorder;
 - (ii) A mental or behavioural disorder due to use of psychoactive substances; this induces dependence syndrome induced by alcohol or other psychoactive substances;
 - (iii) Schizophrenia or a schizotypal or delusional disorder;
 - (iv) A mood (affective) disorder;
 - (v) A neurotic, stress-related or somatoform disorder;
 - (vi) A disorder of adult personality or behaviour, particularly if manifested by repeated overt acts;
 - (vii) Mental retardation;
 - (viii) A disorder of psychological development;
 - (ix) A behavioural or emotional disorder, with onset in childhood or adolescence; or
 - (x) A mental disorder not otherwise specified.
- (3) An applicant with depression, being treated with antidepressant medication, should be assessed as unfit unless the medical assessor, have access to the details of the case concerned, considers the applicants, condition as unlikely to interfere with the safe exercise of the applicant's licence and rating privileges.
- (4) The applicant shall have no established medical history or clinical diagnosis of any of the following:
 - (i) A progressive or non-progressive disease of the nervous system, the effects of which, according to accredited medical conclusion, are likely to interfere with the safe exercise of the applicant's licence and rating privileges;
 - (ii) Epilepsy; or
 - (iii) Any disturbance of consciousness without satisfactory medical explanation of cause.
- (5) The applicant shall not have suffered any head injury, the effects of which, according to accredited medical conclusion, are likely to interfere with the safe exercise of the applicant's licence and rating privileges shall be assessed as unfit.
- (6) The applicant shall not possess any abnormality of the heart, congenital or acquired, which is likely to interfere with the safe exercise of the applicant's licence and rating privileges. A history of proven myocardial infarction shall be disqualifying.

- (7) An applicant who has undergone coronary by-pass grafting or angioplasty (with or without stenting) or other cardiac intervention or who has a history of myocardial infarction or who suffers from any other potentially incapacitating cardiac condition shall be assessed as unfit unless the applicant's cardiac condition has been investigated and evaluated in accordance with best medical practice and is assessed not likely to interfere with the safe exercise of the applicant's licence or rating privileges.
- (8) An applicant with an abnormal cardiac rhythm shall be assessed as unfit unless the cardiac arrhythmia has been investigated and evaluated in accordance with best medical practice and is assessed not likely to interfere with the safe exercise of the applicant's licence or rating privileges.
- (9) Electrocardiography shall form part of the heart examination for the first issue of a medical certificate and in re-examinations every two years after the age of 50.
- (10) The systolic and diastolic blood pressures shall be within normal limits.
- (11) The use of drugs for control of high blood pressure is disqualifying except for those drugs, the use of which, according to accredited medical conclusion is compatible with the safe exercise of the applicant's licence and rating privileges.
- (12) There shall be no significant functional or structural abnormality of the circulatory system.
- (13) There shall be no acute disability of the lungs or any active disease of the structures of the lungs, mediastinum or pleura likely to result in incapacitating symptoms during normal or emergency operations. Radiography should form a part of the initial chest examination.
- (14) Applicant's with chronic obstructive pulmonary disease shall be assessed as unfit unless the applicant's condition has been investigated and evaluated in accordance with best medical practice and is assessed not likely to interfere with the safe exercise of the applicant's licence or rating privileges.
- (15) Applicant's with asthma causing significant symptoms or likely to cause incapacitating symptoms during normal or emergency operations shall be assessed as unfit.
- (16) The use of drugs for control of asthma shall be disqualifying except for those drugs, the use of which is compatible with the safe exercise of the applicant's licence and rating privileges.
- (17) Applicants with active pulmonary tuberculosis shall be assessed as unfit.
- (18) Applicants with quiescent or healed lesions which are known to be tuberculous, or are presumably tuberculous in origin, may be assessed as fit.
- (19) Applicants with significant impairment of the function of the gastrointestinal tract or its adnexae shall be assessed as unfit.
- (20) Applicants with sequelae of disease of, or surgical intervention on any part of the digestive tract or its adnexae, likely to cause incapacity in flight, in particular any obstructions due to stricture or compression shall be assessed as unfit.
- (21) An applicant who has undergone a major surgical operation on the biliary passages or the digestive tract or its adnexae, with a total or partial excision or a diversion of any of these organs should be assessed as unfit until such time as the medical DCA designated for the purpose by Myanmar and having access to the details of the operation concerned considers that the effects of the operation are not likely to cause incapacity in flight.

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- (22) Applicants with metabolic, nutritional or endocrine disorders that are likely to interfere with the safe exercise of the applicant's licence and rating privileges shall be assessed as unfit.
 - (23) Applicants with insulin-treated diabetes mellitus shall be assessed as unfit.
 - (24) Applicants with non-insulin-treated diabetes mellitus shall be assessed as unfit unless the condition is shown to be satisfactorily controlled by diet alone or by diet combined with oral anti-diabetic medication, the use of which is compatible with the safe exercise of the applicant's licence and rating privileges.
 - (25) Applicants with disease of the blood and/or the lymphatic system shall be assessed as unfit unless adequately investigated and their condition found unlikely to interfere with the safe exercise of the applicant's licence and rating privileges.
 - (26) Applicants with renal or genitor-urinary disease shall be assessed as unfit, unless adequately investigated and their condition found unlikely to interfere with the safe exercise of the applicant's licence and rating privileges.
 - (27) Urine examination shall form part of the medical examination and abnormalities shall be adequately investigated.
 - (28) Applicants with sequelae of disease or surgical procedures on the kidneys or the genito-urinary tract, in particular any obstructions due to stricture or compression, shall be assessed as unfit unless the applicant's condition has been investigated and evaluated in accordance with the best medical practice and is assessed not likely to interfere with the safe exercise of the applicant's licence or rating privileges.
 - (29) Applicants who have undergone nephrectomy shall be assessed as unfit unless the condition is well compensated.
 - (30) Applicants who are seropositive for human immunodeficiency virus (HIV) shall be assessed as unfit unless the applicant's condition has been investigated and evaluated in accordance with best medical practice and is assessed as not likely to interfere with the safe exercise of the applicant's licence or rating privileges.
 - (31) Applicants who are pregnant shall be assessed as unfit unless obstetrical evaluation and continued medical supervision indicate a low-risk, uncomplicated pregnancy.
 - (32) During the gestational period, precautions should be taken for the timely relief of an air traffic controller in the event of early onset of labour or other complications
 - (33) For applicants with a low-risk uncomplicated pregnancy, evaluated and supervised in accordance (31) the fit assessment should be limited to the period until the end of the 34th week of gestation.
 - (34) Following confinement or termination of pregnancy, the applicant shall not be permitted to exercise the privileges of her licence until she has undergone re-evaluation in accordance with best medical practice and has been assessed as fit to safely exercise the privileges of her licence and ratings.
 - (35) The applicant shall not possess any abnormality of the bones, joints, muscles, tendons or related structures which is likely to interfere with the safe exercise of the applicant's licence and rating privileges.
 - (36) The applicant shall not possess any abnormality or disease of the ear or related structures which is likely to interfere with the safe exercise of the applicant's licence and rating privileges.

- (37) There shall no malformation or any disease of the nose, buccal cavity or upper respiratory tract which is likely to interfere with the safe exercise of the applicant's licence and rating privileges.
- (38) Applicants with stuttering or other speech defects sufficiently severe to cause impairment of speech communication shall be assessed as unfit.
- (c) Visual requirements
- (1) The function of the eyes and their adnexa shall be normal. There shall be no active pathological condition, acute or chronic, or any sequelae of surgery or trauma of the eyes or their adnexa likely to reduce proper visual function to an extent that would interfere with the safe exercise of the applicant's licence and rating privileges.
- (2) Distant visual acuity with or without correction shall be 6/9 or better in each eye separately, and binocular visual acuity shall be 6/6 or better. No limits apply to uncorrected visual acuity. Where this standard of visual acuity can be obtained only with correcting lenses, the applicant may be assessed as fit provided that:
- (i) Such correcting lenses are worn during the exercise of the privileges of the licence or rating applied for or held; and
- In addition, a pair of suitable correcting spectacles is kept readily available during the exercise of the privileges of the applicant's licence.
- Note: An applicant accepted as meeting these provisions is deemed to continue to do so unless there is reason to suspect otherwise, in which case an ophthalmic report is required at the discretion of the DCA. Both uncorrected and correct visual acuity are normally measured and recorded at each re-examination. Conditions which indicate a need to obtain an ophthalmic report include: a substantial decrease in the uncorrected visual acuity; any decrease in best corrected visual acuity, and the occurrence of eye disease, eye injury or eye surgery.*
- (3) Applicants may use contact lenses to meet the requirement of (b) provided that:
- (i) The lenses are monofocal and non-tinted;
- (ii) The lenses are well tolerated; and
- A pair of suitable correcting spectacles is kept readily available during the exercise of the licence privileges.
- Note: Applicants who use contact lenses may not need to have their uncorrected visual acuity measured at each re-examination provided the history of their contact lens prescription is known.*
- (4) Applicants with a large refractive error shall use contact lenses or high-index spectacle lenses.
- Note: If spectacles are used, high-index lenses are needed to minimize peripheral field distortion.*
- (5) Applicants whose uncorrected distant visual acuity in either eye is worse than 6/60 should be required to provide a full ophthalmic report prior to initial Medical Certificate and every five years thereafter.
- Note 1: The purpose of the required ophthalmic examination is 1) to ascertain normal visual performance and 2) to identify any significant pathology.*

Note 2: Guidance on the assessment of monocular applicants is contained in the Manual of Civil Aviation Medicine (Doc 8984).

- (6) Applicants who have undergone surgery affecting the refractive status of the eye shall be assessed as unfit unless they are free from those sequelae which are likely to interfere with the safe exercise of their licence and rating privileges.
- (7) The applicant shall have the ability to read, while wearing the correcting lenses, if any, required by (b), the N5 chart or its equivalent at a distance selected by that applicant in the range of 30 to 50 cm and the ability to read the N14 chart or its equivalent at a distance of 100 cm. If this requirement is met only by the use of near correction, the applicant may be assessed as fit provided that this near correction is added to the spectacle correcting already prescribed in accordance with (b); if no such correction is prescribed, a pair of spectacles for near use shall be kept readily available during the exercise of the privileges of the licence. When near correction is required, the applicant shall demonstrate that one pair of spectacles is sufficient to meet both distant and near visual requirements.
- (8) When near correction is required in accordance with this paragraph, a second pair of near-correction spectacles shall be kept available for immediate use.
- (9) The applicant shall be required to have normal fields of vision.
- (10) The applicant shall be required to have normal binocular function.

Note: Defective stereopsis, abnormal convergence not interfering with near vision, and ocular misalignment where the fusional reserves are sufficient to prevent asthenopia and diplopia may not be disqualifying.

- (d) Hearing requirements
 - (1) The applicant shall be tested by pure-tone audiometry.
 - (i) At the initial medical examination.
 - (ii) At least once every four years up to the age of 40 years.
 - (iii) At least once every two years after the age of 40 years.
 - (2) The applicant, when tested on a pure-tone audiometer, shall not have a hearing loss in either ear separately, of more than 35 dB at any of the frequencies 500, 1 000 or 2 000 Hz, or more than 50 dB at 3 000 Hz.
 - (3) An applicant with a hearing loss greater than the above may be declared fit provided that the applicant has normal hearing performance against a background noise that will reproduce or simulates that experience in a normal air traffic control working environment.
 - (4) Alternatively, a practical hearing test conducted in an air traffic control environment representative of the one for which the applicant's licence and ratings are valid may be used.

PART 2 — FLIGHT CREW LICENSING

IMPLEMENTING STANDARDS

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IS 2.2.1 Issue, Renewal and Re-issue of Licences, Ratings, Authorisations, Designations, and Certificates

- (a) Issue, renewal and re-issue of licences, ratings, authorisations, designations and certificates will take place when the applicant meets the requirements of Part 2 for issue, renewal and re-issue for these licences, ratings authorisations and certificates.
- (b) Issue, renewal and re-issue of licences, ratings, authorisations, designations and certificates will be performed by the DCA.
- (c) Notwithstanding (b), renewal of ratings and category II/III pilot authorisations may be performed by the Examiner, when delegated by the DCA.
- (d) Notwithstanding (b), renewal of medical certificates may be performed by the DAME, when delegated by the DCA.
- (e) Application for the issue, renewal and re-issue of licences, ratings, authorisations, designations or certificates by the DCA shall be done by submitting to the DCA a properly filled out form, which can be obtained from the DCA. This form must be submitted to the DCA at least 14 days before the expiry date.

IS 2.2.2 LANGUAGE PROFICIENCY

- (a) General
 - (1) To meet the language proficiency requirements contained in 2.2.2, an applicant for a licence or a licence holder shall demonstrate, in a manner acceptable to the DCA, compliance with the holistic descriptors in paragraph (b) below and with the Operational Level (Level 4) of the Language Proficiency Rating Scale as mentioned in paragraph c) below.
- (b) Holistic descriptors: Proficient speakers shall:
 - (1) Communicate effectively in voice-only (telephone/radiotelephone) and in face-to-face situations;
 - (2) Communicate on common, concrete and work-related topics with accuracy and clarity;
 - (3) Use appropriate communicative strategies to exchange messages and to recognise and resolve misunderstandings (e.g. to check, confirm, or clarify information) in a general or work-related context;
 - (4) Handle successfully and with relative ease the linguistic challenges presented by a complication or unexpected turn of events that occurs within the context of a routine work situation or communicative task with which they are otherwise familiar; and
 - (5) Use a dialect or accent which is intelligible to the aeronautical community.
- (c) Rating scale:
 - (1) Pre-elementary Level (Level 1):
 - (i) Pronunciation: Performs at a level below the Elementary Level.
 - (ii) Structure: Performs at a level below the Elementary Level.
 - (iii) Vocabulary: Performs at a level below the Elementary Level.
 - (iv) Fluency: Performs at a level below the Elementary Level.

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

- (ii) Structure: Basic grammatical structures and sentence patterns are used creatively and are usually well controlled. Errors may occur, particularly in unusual or unexpected circumstances, but rarely interfere with meaning.
 - (iii) Vocabulary: Vocabulary range and accuracy are usually sufficient to communicate effectively on common, concrete, and work related topics. Can often paraphrase successfully when lacking vocabulary in unusual or unexpected circumstances.
 - (iv) Fluency: Produces stretches of language at an appropriate tempo. There may be occasional loss of fluency on transition from rehearsed or formulaic speech to spontaneous interaction, but this does not prevent effective communication. Can make limited use of discourse markers or connectors. Fillers are not distracting.
 - (v) Comprehension: Comprehension is mostly accurate on common, concrete, and work related topics when the accent or variety used is sufficiently intelligible for an international community of users. When the speaker is confronted with a linguistic or situational complication or an unexpected turn of events, comprehension may be slower or require clarification strategies.
 - (vi) Interactions: Responses are usually immediate, appropriate and informative. Initiates and maintains exchanges even when dealing with an unexpected turn of events. Deals adequately with apparent misunderstandings by checking, confirming or clarifying.
- (5) Extended Level (Level 5):
- (i) Pronunciation: Pronunciation, stress, rhythm, and intonation, though influenced by the first language or regional variation, rarely interfere with ease of understanding.
 - (ii) Structure: Basic grammatical structures and sentence patterns are consistently well controlled. Complex structures are attempted but with errors which sometimes interfere with meaning.
 - (iii) Vocabulary: Vocabulary range and accuracy are sufficient to communicate effectively on common, concrete, and work related topics. Paraphrases consistently and successfully. Vocabulary is sometimes idiomatic.
 - (iv) Fluency: Able to speak at length with relative ease on familiar topics, but may not vary speech flow as a stylistic device. Can make use of appropriate discourse markers or connectors.
 - (v) Comprehension: Comprehension is accurate on common, concrete, and work related topics and mostly accurate when the speaker is confronted with a linguistic or situational complication or an unexpected turn of events. Is able to comprehend a range of speech varieties (dialect and/or accent) or registers.
 - (vi) Interactions: Responses are immediate, appropriate, and informative. Manages the speaker/listener relationship effectively.
- (6) Expert Level (Level 6):
- (i) Pronunciation: Pronunciation, stress, rhythm, and intonation, though possibly influenced by the first language or regional variation, almost never interfere with ease of understanding.

- (ii) Structure: Both basic and complex grammatical structures and sentence patterns are consistently well controlled.
- (iii) Vocabulary: Vocabulary range and accuracy are sufficient to communicate effectively on a wide variety of familiar and unfamiliar topics. Vocabulary is idiomatic, nuanced, and sensitive to register.
- (iv) Fluency: Able to speak at length with a natural, effortless flow. Varies speech flow for stylistic effect, e.g. to emphasise a point. Uses appropriate discourse markers and connectors spontaneously.
- (v) Comprehension: Comprehension is consistently accurate in nearly all contexts and includes comprehension of linguistic and cultural subtleties.
- (vi) Interactions: Interacts with ease in nearly all situations. Is sensitive to verbal and non-verbal cues, and responds to them appropriately.

IS 2.2.3.1 CREDIT FOR MILITARY PILOTS

- (a) Requirements for a military pilot to meet the requirements of 2.2.3.1.
- (b) Military pilots on active flying status within the past 12 months. The holder of a military pilot licence (or certificate) who has been on active flying status within the 12 months before applying shall:
 - (1) Pass a knowledge test on the appropriate parts of these regulations that apply to pilot privileges and limitations, air traffic and general operating rules, and accident reporting rules;
 - (2) Present documentation showing compliance with the requirements of paragraph (c) of this subsection for at least one aircraft category rating; and
 - (3) Present documentation showing that the applicant is or was, at any time during the 12 calendar months before the month of application the holder of a military pilot licence (or certificate) on active flying status in an armed force of Myanmar.
- (c) Aircraft category, class and type ratings. The DCA may issue to the holder of a military pilot licence (or certificate) an aircraft category, class or type rating to a commercial pilot licence if the pilot present documentary evidence that shows satisfactory accomplishment of:
 - (1) A military pilot check and instrument proficiency check of Myanmar in that aircraft category, class or type, if applicable, as PIC during the 12 calendar months before the month of application; and
 - (2) At least 10 hours of PIC time in that aircraft category, class or type, if applicable, during the 12 calendar months before the month of application.
- (d) Instrument rating. The holder of a military pilot licence (or certificate) may apply for an aeroplane or helicopter instrument rating to be added to his or her commercial pilot licence if the pilot has, within the 12 calendar months preceding the month of application:
 - (1) Passed an instrument proficiency check by an armed force of Myanmar in the aircraft category for the instrument rating sought; and
 - (2) Received authorisation from an armed force of Myanmar to conduct IFR flights on airways in that aircraft category and class for the instrument rating sought.
- (e) Aircraft type rating. The DCA will issue an aircraft type rating only for aircraft types that the DCA has certified for civil operations.
- (f) Aircraft type rating placed on an airline transport pilot licence. The DCA may issue to the holder of a military pilot licence (or certificate) who holds an airline transport pilot licence an aircraft type rating provided that the pilot:

- (1) Holds a category and type rating for that type of aircraft at the airline transport pilot licence level; and
 - (2) Passed an official military pilot of Myanmar check and instrument proficiency check in that type of aircraft as PIC during the 12 calendar months before the month of application.
- (g) Evidentiary documents. The DCA may accept the following documents as satisfactory evidence of military pilot status.
- (1) An official identification card issued to the pilot by an armed force to demonstrate membership in the armed forces.
 - (2) An original or a copy of a certificate of discharge or release from an armed force of Myanmar;
 - (3) At least one of the following:
 - (i) An order of an armed force of Myanmar to flight status as a military pilot
 - (ii) An armed force form or logbook showing military pilot status; or
 - (iii) An order showing that the applicant graduated from a military pilot school of Myanmar and received a rating as a military pilot.
 - (4) A certified armed force logbook or an appropriate official armed force form or summary to demonstrate flight time in military aircraft as a member of an armed force of Myanmar.
 - (5) An official armed force of Myanmar record of a military designation as PIC.
 - (6) An official record of satisfactory accomplishment of an instrument proficiency check during the 12 calendar months preceding the month of application.

IS 2.2.4.3 PROCEDURES FOR VALIDATION OF FLIGHTCREW LICENCES BY RELIANCE UPON THE LICENSING SYSTEM OF ANOTHER CONTRACTING STATE

- (a) The DCA should, before making the agreement mentioned in 2.2.4.3 (a)(3) be convinced, that the other Contracting State issues licences in conformity with at least this Part 2 by conducting a regulatory comparison of the licensing systems and requirements.
- (b) An inspector, legal counsel and/ or licensing subject matter experts from Myanmar, or from another Contracting State delegated by the DCA of Myanmar, must visit the other Contracting State to be convinced that the licensing system in the other Contracting State is in conformity with at least this Part 2. A report describing the bases for the decision shall be made to the DCA of Myanmar. The report, and the regulatory comparison noted in item (b) shall serve the basis for a government-to-government agreement between the involved States regarding use or reliance of the licensing system.
- (c) An Air Law test must be arranged if the Air Law system of Myanmar is different from the Air Law system from the other Contracting State. Other areas that may require knowledge testing are meteorology, operational procedures and radiotelephony if those areas are different between Myanmar and the other Contracting State.
- (d) Application for the validation certificate shall be done by submitting to the DCA a properly filled out form, which form can be obtained from the DCA.

IS 2.2.4.4 PROCEDURES FOR CONVERSION OF FLIGHTCREW LICENCES BY RELIANCE UPON THE LICENSING SYSTEM OF ANOTHER CONTRACTING STATE

- (a) The DCA that issues a converted licence based on a licence from another Contracting State remains responsible for the converted licence.
- (b) The DCA should, before making the agreement mentioned in 2.2.4.4 (a)(3) be convinced, that the other Contracting State issues licences in conformity with at least this Part 2 by conducting a regulatory comparison of the licensing systems and requirements.
- (c) An inspector, legal counsel and/ or licensing subject matter experts from Myanmar, or from another Contracting State delegated by the DCA of Myanmar, must visit the other Contracting State to be convinced that the licensing system in the other Contracting State is in conformity with at least this Part 2. A report describing the bases for the decision shall be made to the DCA of Myanmar. The report, and the regulatory comparison noted in item (b) shall serve the basis for a government-to-government agreement between the involved States regarding use or reliance of the licensing system.
 - (1) An Air Law test must be arranged if the Air Law system of Myanmar is different from the Air Law system from the other Contracting State. Other areas that may require knowledge testing are meteorology, operational procedures and radiotelephony if those areas are different between Myanmar and the other Contracting State.
- (d) Renewal and re-issue of converted licences and ratings:
 - (1) when examiners are available in Myanmar to perform proficiency checks for the renewal of rating(s) or skill tests for the re-issue of the licence or rating(s), these tests/checks will be performed by the authorised examiners of Myanmar;
 - (2) when examiners are not available in Myanmar to perform proficiency checks for the renewal of the rating(s) or skill test for the re-issue of the licence or rating(s), the availability of examiners for these tests/checks from the other Contracting State can be arranged in the agreement mentioned in 2.2.4.4 (a)(3).
- (e) Application for the conversion of a licence from another Contracting State shall be done by submitting to the DCA a properly filled out form, which form can be obtained from the DCA.
- (f) The conversion of medical certificates, and/or reliance on medical examinations conducted in the other State, may also be addressed in the government-to-government agreement between the States.

IS 2.2.8 SPECIFICATIONS AND FORMAT OF THE LICENCE

- (a) The following details shall appear on the licence and the numbering scheme shall be in Roman numerals.
 - (1) Name of Country (in bold type);
 - (2) Title of licence (in very bold type)
 - (3) Serial number of the licence, in Arabic numerals, given by the DCA issuing the licence;
 - (4) Name of holder in full;
 - (5) Date of birth;

- (6) Address of holder;
 - (7) Nationality of holder;
 - (8) Signature of holder;
 - (9) DCA and, where necessary, conditions under which the licence is issued;
 - (10) Certification concerning validity and authorisation for holder to exercise privileges appropriate to the licence;
 - (11) Signature of officer issuing the licence and the date of such issue;
 - (12) Seal or stamp of DCA issuing the licence;
 - (13) Ratings, (e.g. Category, class, type of aircraft, airframe, aerodrome control, etc.);
 - (14) Remarks, (i.e. special endorsements relating to limitations and endorsements for privileges, including from 5 March 2008 an endorsement of language proficiency, and other information required in pursuance to Article 39 of the Chicago Convention);
 - (15) Any other details desired by the DCA.
- (b) The privileges and ratings shall be clearly identified on the licence in items (a) (IX) and (XII).

IS 2.3.1.7 RECORDING OF FLIGHT TIME

- (a) The details in the records of flights flown as pilot shall contain the items in (b) and (c) below.
- (b) For the purpose of meeting the requirements of 2.3.1.6, each person shall enter the following information for each flight or lesson logged.
- (1) Personal details:
 - (i) Name of the holder.
 - (ii) Address of the holder.
 - (2) For each flight:
 - (i) Name of PIC.
 - (ii) Date of flight.
 - (iii) Place and time of departure and arrival.
 - (iv) Type of aircraft and registration.
 - (3) For each session in a flight simulation training device:
 - (i) Type and qualification number of flight simulation training device.
 - (ii) Flight simulation training device instruction.
 - (iii) Date.
 - (iv) Total time of session.
 - (4) Pilot function:
 - (i) Solo.
 - (ii) PIC.
 - (iii) Co-pilot.
 - (iv) Dual.
 - (v) Flight instructor.
- (c) Logging of flight time.
- (1) Logging of solo flight time:

- (i) A student pilot may log as solo flight time only that flight time when the pilot is the sole occupant of the aircraft.
- (2) Logging of PIC flight time:
 - (i) The applicant or the holder of a pilot licence may log as PIC time all that flight time during which that person is:
 - (A) The sole manipulator of the controls of an aircraft for which the pilot is rated; and
 - (B) Acting as PIC of an aircraft on which more than one pilot is required under the type certification of the aircraft or the regulations under which the flight is conducted.
 - (ii) An authorised instructor may log as PIC time all of the flight time while acting as an authorised instructor.
 - (iii) A student pilot may log as PIC time all solo flight time and flight time as student pilot-in-command provided that such time is countersigned by the instructor.
- (3) Logging of co-pilot time:
 - (i) A person may log co-pilot time only when occupying a pilot seat as co-pilot in an aircraft on which more than one pilot is required under the type certification of the aircraft or the regulations under which the flight is conducted.
- (4) Logging of instrument flight time:
 - (i) A person may log instrument flight time only for that flight when the person operates the aircraft solely by reference to instruments under actual or simulated instrument flight conditions.
- (5) Logging instruction time:
 - (i) A person may log instruction time when that person receives training from an authorised instructor in an aircraft or flight simulation training device.
 - (ii) The instruction time shall be logged in a record (e.g. logbook) and shall be endorsed by the authorised instructor.

IS 2.3.2.5 CATEGORY II AND III AUTHORISATION

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

- (e) Category II: skill test requirements.
- (1) An applicant for the following authorisations shall pass a skill test:
 - (i) Issuance or renewal of a Category II pilot authorisation.
 - (ii) The addition of another type aircraft to a Category II pilot authorisation.
 - (2) To be eligible for the skill test for an authorisation under this subsection, an applicant shall—
 - (i) Meet the requirements of 2.3.2.5; and
 - (ii) If the applicant has not passed a skill test for this authorisation during the 12 calendar months preceding the month of the test—
 - (iii) Meet the requirements of 8.4.1.10; and
 - (iv) Have performed at least six ILS approaches during the 6 calendar months preceding the month of the test, of which at least three of the approaches shall have been conducted without the use of an approach coupler.
 - (3) An applicant shall accomplish the approaches specified in paragraph (e)(2)(ii)(B) of this subsection—
 - (i) Under actual or simulated instrument flight conditions;
 - (ii) To the minimum decision height for the ILS approach in the type aircraft in which the practical test is to be conducted, except that the approaches need not be conducted to the decision height authorised for Category II operations;
 - (iii) To the decision height authorised for Category II operations only if conducted in an approved flight simulator or an approved flight training device; and
 - (iv) In an aircraft of the same category and class, and type, as applicable, as the aircraft in which the practical test is to be conducted or in an approved flight simulator that—
 - (A) Represents an aircraft of the same category and class, and type, as applicable, as the aircraft in which the authorisation is sought; and
 - (B) Is used in accordance with an approved course conducted by an ATO certified under Part 3.
 - (4) The flight time acquired in meeting the requirements of paragraph (e)(2)(ii)(B) of this subsection may be used to meet the requirements of paragraph (e)(2)(ii)(A) of this subsection.
- (f) Category II: skill test procedures. The skill test consists of an oral increment and a flight increment.
- (1) Oral increment. In the oral increment of the practical test an applicant shall demonstrate knowledge of the following—
 - (i) Required landing distance;
 - (ii) Recognition of the decision height;
 - (iii) Missed approach procedures and techniques using computed or fixed attitude guidance displays;
 - (iv) Use and limitations of RVR;
 - (v) Use of visual clues, their availability or limitations, and altitude at which they are normally discernible at reduced RVR readings;
 - (vi) Procedures and techniques related to transition from nonvisual to visual flight during a final approach under reduced RVR;

- (vii) Effects of vertical and horizontal windshear;
 - (viii) Characteristics and limitations of the ILS and runway lighting system;
 - (ix) Characteristics and limitations of the flight director system, auto approach coupler (including split axis type if equipped), auto throttle system (if equipped), and other required Category II equipment;
 - (x) Assigned duties of the SIC during Category II approaches, unless the aircraft for which authorisation is sought does not require an SIC; and
 - (xi) Instrument and equipment failure warning systems.
- (2) Flight increment. The following requirements apply to the flight increment of the practical test—
- (i) The flight increment shall be conducted in an aircraft of the same category, class, and type, as applicable, as the aircraft in which the authorisation is sought or in an approved flight simulator that—
 - (A) Represents an aircraft of the same category and class, and type, as applicable, as the aircraft in which the authorisation is sought; and
 - (B) Is used in accordance with an approved course conducted by an ATO certified under Part 3.
 - (ii) The flight increment shall consist of at least two ILS approaches to 100 feet AGL including at least one landing and one missed approach.
 - (iii) All approaches performed during the flight increment shall be made with the use of an approved flight control guidance system, except if an approved auto approach coupler is installed, at least one approach shall be hand flown using flight director commands.
 - (iv) If a multiengine aeroplane with the performance capability to execute a missed approach with one engine inoperative is used for the practical test, the flight increment shall include the performance of one missed approach with an engine, which shall be the most critical engine, if applicable, set at idle or zero thrust before reaching the middle marker.
 - (v) If an approved multiengine flight simulator or approved multiengine flight training device is used for the practical test, the applicant shall execute a missed approach with the most critical engine, if applicable, failed.
 - (vi) For an authorisation for an aircraft that requires a type rating, the applicant shall pass a practical test in co-ordination with a SIC who holds a type rating in the aircraft in which the authorisation is sought.
 - (vii) An inspector or evaluator may conduct oral questioning at any time during a practical test.
- (g) Category III: skill test requirements.
- (1) The DCA will require that an applicant pass a skill test for—
 - (i) Issuance or renewal of a Category III pilot authorisation.
 - (ii) The addition of another type of aircraft to a Category III pilot authorisation.
 - (2) To be eligible for the skill test an applicant shall—
 - (i) Meet the requirements of 2.2.1.6; and
 - (ii) If the applicant has not passed a practical test for this authorisation during the 12 calendar months preceding the month of the test—
 - (A) Meet the requirements of 8.4.1.10 and 8.10.1.20, 8.10.1.32.; and

- (B) Have performed at least six ILS approaches during the 6 calendar months preceding the month of the test, of which at least three of the approaches shall have been conducted without the use of an approach coupler.
- (3) An applicant shall conduct the approaches specified in paragraph (2)(ii)(B) of this subsection—
 - (i) Under actual or simulated instrument flight conditions;
 - (ii) To the alert height or decision height for the ILS approach in the type aircraft in which the practical test is to be conducted;
 - (iii) Not necessarily to the decision height authorised for Category III operations;
 - (iv) To the alert height or decision height, as applicable, authorised for Category III operations only if conducted in an approved flight simulator or approved flight training device; and
 - (v) In an aircraft of the same category and class, and type, as applicable, as the aircraft in which the practical test is to be conducted or in an approved flight simulator that—
 - (A) Represents an aircraft of the same category and class, and type, as applicable, as the aircraft for which the authorisation is sought; and
 - (B) Is used in accordance with an approved course conducted by an ATO certified under Part 3, Subpart 3.3.
- (4) Knowledge requirements: An applicant shall demonstrate knowledge of the following:
 - (i) Required landing distance.
 - (ii) Determination and recognition of the alert height or decision height, as applicable, including use of a radar altimeter.
 - (iii) Recognition of and proper reaction to significant failures encountered prior to and after reaching the alert height or decision height, as applicable.
 - (iv) Missed approach procedures and techniques using computed or fixed attitude guidance displays and expected height loss as they relate to manual go around or automatic go around, and initiation altitude, as applicable.
 - (v) Use and limitations of RVR, including determination of controlling RVR and required transmissometers.
 - (vi) Use, availability, or limitations of visual cues and the altitude at which they are normally discernible at reduced RVR readings including—
 - (A) Unexpected deterioration of conditions to less than minimum RVR during approach, flare, and rollout;
 - (B) Demonstration of expected visual references with weather at minimum conditions;
 - (C) The expected sequence of visual cues during an approach in which visibility is at or above landing minima; and
 - (D) Procedures and techniques for making a transition from instrument reference flight to visual flight during a final approach under reduced RVR.
 - (vii) Effects of vertical and horizontal windshear.
 - (viii) Characteristics and limitations of the ILS and runway lighting system.
 - (ix) Characteristics and limitations of the flight director system auto approach coupler (including split axis type if equipped), auto throttle system (if equipped), and other Category III equipment.

- (x) Assigned duties of the SIC during Category III operations, unless the aircraft for which authorisation is sought does not require a SIC.
 - (xi) Recognition of the limits of acceptable aircraft position and flight path tracking during approach, flare, and, if applicable, rollout.
 - (xii) Recognition of, and reaction to, airborne or ground system faults or abnormalities, particularly after passing alert height or decision height, as applicable.
- (5) Flight skill requirements—
- (i) An applicant may conduct the practical test in an aircraft of the same category and class, and type, as applicable, as the aircraft for which the authorisation is sought, or in an approved flight simulator that—
 - (A) Represents an aircraft of the same category and class, and type, as applicable, as the aircraft in which the authorisation is sought; and
 - (B) Is used in accordance with an approved course conducted by an ATO certified under Part 3.
 - (ii) The practical test shall consist of at least two ILS approaches to 100 feet AGL, including one landing and one missed approach initiated from a very low altitude that may result in a touchdown during the go around manoeuvre;
 - (iii) The applicant shall perform all approaches during the practical test with the approved automatic landing system or an equivalent landing system approved by the DCA;
 - (iv) If a multiengine aircraft with the performance capability to execute a missed approach with one engine inoperative is used for the practical test, the practical test shall include the performance of one missed approach with the most critical engine, if applicable, set at idle or zero thrust before reaching the middle or outer marker;
 - (v) If an approved multiengine flight simulator or approved multiengine flight training device is used, the applicant shall execute a missed approach with an engine, which shall be the most critical engine, if applicable, failed;
 - (vi) For an authorisation for an aircraft that requires a type rating, the applicant shall pass a practical test in co-ordination with a SIC who holds a type rating in the aircraft in which the authorisation is sought; and
 - (vii) Subject to the limitations of this paragraph, for Category IIIb operations predicated on the use of a fail passive rollout control system, the applicant shall execute at least one manual rollout using visual reference or a combination of visual and instrument references. The applicant shall initiate this manoeuvre by a fail passive disconnect of the rollout control system—
 - (A) After main gear touchdown;
 - (B) Prior to nose gear touchdown;
 - (C) In conditions representative of the most adverse lateral touchdown displacement allowing a safe landing on the runway; and
 - (D) In weather conditions anticipated in Category IIIb operations
- (6) An inspector or evaluator may conduct oral questioning at any time during the practical test.

IS 2.3.3 STUDENT PILOTS

- (a) A student pilot who is receiving training for solo flight shall receive and log flight training for the following manoeuvres and procedures, as applicable for each category and class rating as specified in the applicable subsection to this IS.

IS 2.3.3.2 STUDENT PILOTS: MANOEUVRES AND PROCEDURES FOR PRE-SOLO FLIGHT TRAINING—AEROPLANE CATEGORY

- (a) A student pilot who is receiving training for solo flight in an aeroplane shall receive and log flight training for the following manoeuvres and procedures:
- (1) Proper flight preparation procedures, including preflight planning and preparation, powerplant operation and aircraft systems.
 - (2) Taxiing, or surface operations, including runups.
 - (3) Takeoffs and landings, including normal and crosswind.
 - (4) Straight and level flight and turns in both directions.
 - (5) Climbs and climbing turns.
 - (6) Aerodrome traffic patterns including entry and departure procedures.
 - (7) Collision avoidance, windshear avoidance and wake turbulence avoidance.
 - (8) Descents, with and without turns, using high and low drag configurations.
 - (9) Flight at various airspeeds from cruise to slow flight.
 - (10) Stall entries from various flight attitudes and power combinations with recovery initiated at the first indication of a stall and recovery from a full stall.
 - (11) Emergency procedures and equipment malfunctions.
 - (12) Ground reference manoeuvres.
 - (13) Approaches to a landing area with simulated engine malfunctions.
 - (14) Slips to a landing (SE only).
 - (15) Go-arounds.

IS 2.3.3.3 STUDENT PILOTS: MANOEUVRES AND PROCEDURES FOR PRE-SOLO FLIGHT TRAINING—HELICOPTER CATEGORY

- (a) A student pilot who is receiving training for solo flight in a helicopter shall receive and log flight training for the following manoeuvres and procedures:
- (1) Proper flight preparation procedures, including preflight planning and preparation, powerplant operation and aircraft systems.
 - (2) Taxiing, or surface operations, including runups.
 - (3) Takeoffs and landings, including normal and crosswind.
 - (4) Straight and level flight and turns in both directions.

- (5) Climbs and climbing turns.
- (6) Aerodrome traffic patterns including entry and departure procedures.
- (7) Collision avoidance, windshear avoidance and wake turbulence avoidance.
- (8) Descents, with and without turns, using high and low drag configurations.
- (9) Flight at various airspeeds.
- (10) Emergency procedures and equipment malfunctions.
- (11) Ground reference manoeuvres.
- (12) Approaches to the landing area.
- (13) Hovering and hovering turns.
- (14) Go-arounds.
- (15) Simulated emergency procedures, including autorotational descents with a power recovery and power recovery to hover.
- (16) Rapid decelerations.
- (17) Simulated one-engine-inoperative approaches and landings for multi-engine helicopters (ME).

IS 2.3.3.4 STUDENT PILOTS: MANOEUVRES AND PROCEDURES FOR PRE-SOLO FLIGHT TRAINING—POWERED-LIFT CATEGORY

- (a) A student pilot who is receiving training for solo flight in a powered-lift shall receive and log flight training for the following manoeuvres and procedures:
 - (1) Proper flight preparation procedures, including preflight planning and preparation, powerplant operation and aircraft systems.
 - (2) Taxiing, or surface operations, including runups.
 - (3) Takeoffs and landings, including normal and crosswind.
 - (4) Straight and level flight and turns in both directions.
 - (5) Climbs and climbing turns.
 - (6) Aerodrome traffic patterns including entry and departure procedures.
 - (7) Collision avoidance, windshear avoidance and wake turbulence avoidance.
 - (8) Descents, with and without turn.
 - (9) Flight at various airspeeds from cruise to slow flight.
 - (10) Stall entries from various flight attitudes and power combinations with recovery initiated at the first indication of a stall, and recovery from a full stall.
 - (11) Emergency procedures and equipment malfunctions.
 - (12) Ground reference manoeuvres.
 - (13) Approaches to a landing area with simulated engine failure.
 - (14) Go-arounds.

- (15) Approaches to the landing area.
- (16) Hovering and hovering turns.
- (17) Simulated one-engine-inoperative approaches and landings for multi-engine powered-lift (ME).

IS 2.3.3.5 STUDENT PILOTS: MANOEUVRES AND PROCEDURES FOR PRE-SOLO FLIGHT TRAINING—AIRSHIP CATEGORY

- (a) A student pilot who is receiving training for solo flight in an airship shall receive and log flight training for the following manoeuvres and procedures:
 - (1) Proper flight preparation procedures, including preflight planning and preparation, powerplant operation and aircraft systems.
 - (2) Taxiing, or surface operations, including runups.
 - (3) Takeoffs and landings, including normal and crosswind.
 - (4) Straight and level flight and turns in both directions.
 - (5) Climbs and climbing turns.
 - (6) Aerodrome traffic patterns including entry and departure procedures.
 - (7) Collision avoidance, windshear avoidance and wake turbulence avoidance.
 - (8) Descents, with and without turn.
 - (9) Flight at various airspeeds from cruise to slow flight.
 - (10) Emergency procedures and equipment malfunctions.
 - (11) Ground reference manoeuvres.
 - (12) Rigging, ballasting, and controlling pressure in the ballonets, and superheating.
 - (13) Landings with positive and with negative static trim.

IS 2.3.3.6 STUDENT PILOTS: MANOEUVRES AND PROCEDURES FOR PRE-SOLO FLIGHT TRAINING—BALLOON CATEGORY

- (a) A student pilot who is receiving training for solo flight in a balloon shall receive and log flight training for the following manoeuvres and procedures:
 - (1) Layout and assembly procedures;
 - (2) Proper flight preparation procedures, including preflight planning and preparation, and aircraft systems;
 - (3) Ascents and descents;
 - (4) Landing and recovery procedures;
 - (5) Emergency procedures and equipment malfunctions;
 - (6) Operation of hot air or gas source, ballast, valves, vents, and rip panels as appropriate;
 - (7) Use of deflation valves or rip panels for simulating an emergency;

- (8) The effects of wind on climb and approach angles; and
- (9) Obstruction detection and avoidance techniques.

IS 2.3.3.7 STUDENT PILOTS: MANOEUVRES AND PROCEDURES FOR PRE-SOLO FLIGHT TRAINING—GLIDER CATEGORY

- (a) A student pilot who is receiving training for solo flight in a glider shall receive and log flight training for the following manoeuvres and procedures:
 - (1) Proper flight preparation procedures, including preflight planning and preparation, aircraft systems, and is applicable, powerplant operations;
 - (2) Taxiing or surface operations, including runups, if applicable;
 - (3) Launches, including normal and crosswind;
 - (4) Straight and level flight, and turns in both directions, if applicable;
 - (5) Aerodrome traffic patterns, including entry procedures;
 - (6) Collision avoidance, windshear avoidance, and wake turbulence avoidance;
 - (7) Descents with and without turns using high and low drag configurations;
 - (8) Flight at various airspeeds;
 - (9) Emergency procedures and equipment malfunctions;
 - (10) Ground reference manoeuvres;
 - (11) Inspection of towline rigging and review of signals and release procedures, if applicable;
 - (12) Aerotow, ground tow, or self-launch procedures;
 - (13) Procedures for disassembly and assembly of the glider;
 - (14) Stall entry, stall, and stall recovery;
 - (15) Straight glides, turns, and spirals;
 - (16) Landings, including normal and crosswind;
 - (17) Slips to a landing;
 - (18) Procedures and techniques for thermalling; and
 - (19) Emergency operations, including towline break procedures.

IS 2.3.4 PRIVATE PILOT LICENCE

IS 2.3.4.2 PPL SKILL TEST—AEROPLANE CATEGORY

- (a) The skill test for the single-engine and multi-engine private pilot licence – aeroplane shall include at least the following areas of operation with CRM competencies applied and evident in all tasks:
 - (1) Preflight preparation; including the applicant's knowledge and performance of the following tasks—
 - (i) Licences and documents.
 - (ii) Airworthiness requirements
 - (iii) Weather information.

- (iv) Cross-country flight planning.
 - (v) National airspace system.
 - (vi) Performance and limitations.
 - (vii) Operation of system.
 - (viii) Principles of flight.
 - (ix) Water and Seaplane Characteristics (S).
 - (x) Seaplane bases, maritime rules and aids to marine navigation (S).
 - (xi) Aeromedical factors.
- (2) Preflight procedures; including the applicant's knowledge and performance of the following tasks—
- (i) Preflight inspection.
 - (ii) Cockpit management.
 - (iii) Engine Starting
 - (iv) Taxiing (L).
 - (v) Taxiing and Sailing (S).
 - (vi) Before takeoff check.
- (3) Aerodrome and seaplane operations; including the applicant's knowledge and performance of the following tasks—
- (i) Radio communications and ATC light signals.
 - (ii) Traffic patterns.
 - (iii) Aerodrome/Seaplane Base, runway and taxiway signs, markings and lighting.
- (4) Takeoffs, landings and go-arounds; including the applicant's knowledge and performance of the following tasks—
- (i) Normal and crosswind takeoff and climb.
 - (ii) Normal and crosswind approach and landing.
 - (iii) Soft-field takeoff and climb (SE) (L).
 - (iv) Soft-field approach and landing (SE) (L).
 - (v) Short-field (Confined area (S)) takeoff and maximum performance climb.
 - (vi) Short-field approach (Confined area (S)) and landing.
 - (vii) Glassy Water takeoff and climb (S).
 - (viii) Glassy water approach and landing (S).
 - (ix) Rough water takeoff and climb (S).
 - (x) Rough water approach and landing (S).
 - (xi) Forward slip to a landing (SE).
 - (xii) Go-around /rejected landing.

- (5) Performance manoeuvre; including the applicant's knowledge and performance of the following tasks—
 - (i) Steep turns.
- (6) Ground reference manoeuvres; including the applicant's knowledge and performance of the following tasks—
 - (i) Rectangular course.
 - (ii) S-turns.
 - (iii) Turns around a point.
- (7) Navigation; including the applicant's knowledge and performance of the following tasks—
 - (i) Pilotage and dead reckoning.
 - (ii) Navigation systems and radar services.
 - (iii) Diversion.
 - (iv) Lost procedures.
- (8) Slow flight and stalls; including the applicant's knowledge and performance of the following tasks—
 - (i) Manoeuvring during slow flight.
 - (ii) Power-off stalls.
 - (iii) Power-on stalls
 - (iv) Spin awareness
- (9) Basic instrument manoeuvres; including the applicant's knowledge and performance of the following tasks—
 - (i) Straight-and-level flight.
 - (ii) Constant airspeed climbs.
 - (iii) Constant airspeed descents.
 - (iv) Turns to headings.
 - (v) Recovery from unusual flight.
 - (vi) Radio Communications, navigation systems/facilities and radar services; including the applicant's knowledge and performance of the following tasks—
- (10) Emergency operations; including the applicant's knowledge and performance of the following tasks—
 - (i) Emergency approach and landing.
 - (ii) Emergency descent (ME).
 - (iii) Engine failure during takeoff before minimum controllable airspeed (VMC) (simulated) (ME).
 - (iv) Engine failure after lift-off (simulated) (ME).
 - (v) Approach and landing with an inoperative engine (simulated) (ME).
 - (vi) Systems and equipment malfunctions.

- (vii) Emergency equipment and survival gear.
- (11) Multi-engine operations (ME); including the applicant's knowledge and performance of the following tasks—
 - (i) Manoeuvring with one engine inoperative.
 - (ii) VMC demonstration.
 - (iii) Engine failure during flight (by reference to instruments).
 - (iv) Instrument approach – one engine inoperative (by reference to instruments).
- (12) Night operation; including the applicant's knowledge and performance of the following tasks—
 - (i) Night preparation.
- (13) Post-flight procedures; including the applicant's knowledge and performance of the following tasks—
 - (i) After landing, parking and securing.
 - (ii) Anchoring (S).
 - (iii) Docking and mooring (S).
 - (iv) Ramping/Beaching (S).

IS 2.3.4.3 PPL SKILL TEST—HELICOPTER CATEGORY

- (a) The skill test for the private pilot licence - helicopter shall include at least the following areas of operation with CRM competencies applied and evident in all tasks:
 - (1) Preflight preparation; including the applicant's knowledge and performance of the following tasks—
 - (i) Licences and documents.
 - (ii) Weather information.
 - (iii) Cross-country flight planning.
 - (iv) National airspace system.
 - (v) Performance and limitations.
 - (vi) Operation of system.
 - (vii) Minimum equipment list.
 - (viii) Aeromedical factors.
 - (2) Preflight procedures; including the applicant's knowledge and performance of the following tasks—
 - (i) Preflight inspection.
 - (ii) Cockpit management.
 - (iii) Engine Starting and rotor engagement.
 - (iv) Before takeoff check.

- (3) Aerodrome and heliport operations; including the applicant's knowledge and performance of the following tasks—
 - (i) Radio communications and ATC light signals.
 - (ii) Traffic patterns.
 - (iii) Aerodrome and heliport markings and lighting.
- (4) Hovering manoeuvres; including the applicant's knowledge and performance of the following tasks—
 - (i) Vertical takeoff and landing.
 - (ii) Slope operations.
 - (iii) Surface taxi.
 - (iv) Hover taxi.
 - (v) Air taxi.
- (5) Takeoffs, landings and go-arounds; including the applicant's knowledge and performance of the following tasks—
- (6) Normal and crosswind takeoff and climb.
- (7) Normal and crosswind approach.
- (8) Maximum performance takeoff and climb.
 - (i) Steep approach.
 - (ii) Rolling takeoff.
 - (iii) Shallow approach and running/roll-on landing.
 - (iv) Go-around.
- (9) Performance manoeuvre; including the applicant's knowledge and performance of the following tasks—
 - (i) Rapid deceleration.
 - (ii) Straight in autorotation.
- (10) Navigation; including the applicant's knowledge and performance of the following tasks—
 - (i) Pilotage and dead reckoning.
 - (ii) Radio navigation and radar services.
 - (iii) Diversion.
 - (iv) Lost procedures.
- (11) Emergency operations; including the applicant's knowledge and performance of the following tasks—
 - (i) Power failure at a hover.
 - (ii) Power failure at altitude.
 - (iii) Systems and equipment malfunctions.
 - (iv) Settling-with-power.

- (v) Low rotor RPM recovery.
 - (vi) Dynamic rollover.
 - (vii) Ground resonance.
 - (viii) Low G conditions.
 - (ix) Emergency equipment and survival gear.
- (12) Night operation; including the applicant's knowledge and performance of the following tasks—
- (i) Physiological aspects of night flying.
 - (ii) Lighting and equipment for night flying.
- (13) Post-flight procedures; including the applicant's knowledge and performance of the following tasks—
- (i) After landing and securing.

IS 2.3.4.4 PPL SKILL TEST—POWERED-LIFT CATEGORY

- (a) Reserved.

IS 2.3.4.5 PPL SKILL TEST—AIRSHIP CATEGORY

- (a) The skill test for the private pilot licence- airship category shall include at least the following areas of operation with CRM competencies applied and evident in all tasks:
- (1) Preflight preparation, including the applicant's knowledge and performance of the following tasks—
- (i) Certificates and documents.
 - (ii) Weather information.
 - (iii) Cross-country flight planning.
 - (iv) National airspace system.
 - (v) Performance and limitations
 - (vi) Operation of systems.
 - (vii) Aeromedical factors.
- (2) Preflight procedures, including the applicant's knowledge and performance of the following tasks—
- (i) Preflight inspection.
 - (ii) Cockpit management.
 - (iii) Engine starting.
 - (iv) Unmasting and positioning for takeoff.
 - (v) Ground handling.
 - (vi) Before takeoff check.
- (3) Aerodrome operations, including the applicant's knowledge and performance of the following tasks—
- (i) Radio communications and ATC light signals.

- (ii) Traffic patterns.
- (iii) Airport and runway markings and lighting.
- (4) Takeoffs, landings and go-arounds, including the applicant's knowledge and performance of the following tasks:
 - (i) Ground weigh-off.
 - (ii) Up-ship takeoff.
 - (iii) Wheel takeoff.
 - (iv) Approach and landing.
 - (v) Go-around.
- (5) Performance manoeuvres, including the applicant's knowledge and performance of the following tasks—
 - (i) Straight-and-level flight.
 - (ii) Ascents and descents.
 - (iii) Level turns.
 - (iv) In-flight weigh-off.
 - (v) Manual pressure control.
 - (vi) Static and dynamic trim.
- (6) Ground reference manoeuvres, including the applicant's knowledge and performance of the following tasks—
 - (i) Rectangular course.
 - (ii) Turns around a point.
- (7) Navigation, including the applicant's knowledge and performance of the following tasks—
- (8) Pilotage and dead reckoning.
 - (i) Navigation systems and radar services.
 - (ii) Diversion.
 - (iii) Lost procedures.
- (9) Emergency operations, including the applicant's knowledge and performance of the following tasks—
 - (i) Engine fire during flight.
 - (ii) Envelope emergencies.
 - (iii) Free ballooning.
 - (iv) Ditching and emergency landing.
 - (v) Systems and equipment malfunctions.
- (10) Post-flight procedures, including the applicant's knowledge and performance of the following tasks—
 - (i) Masting.
 - (ii) Post-masting.

IS 2.3.4.6 PPL SKILL TEST—BALLOON CATEGORY

- (a) The skill test for the private pilot licence – balloon category shall include at least the following areas of operation with CRM competencies applied and evident in all tasks:
 - (1) Preflight preparation, including the applicant's knowledge and performance of the following tasks—

- (i) Certificates and documents.
 - (ii) Weather information.
 - (iii) Flight planning.
 - (iv) National airspace system.
 - (v) Performance and limitations.
 - (vi) Operation of systems.
 - (vii) Aeromedical factors.
- (2) Preflight procedures, including the applicant's knowledge and performance of the following tasks—
- (i) Launch site selection.
 - (ii) Crew briefing and preparation.
 - (iii) Layout and assembly.
 - (iv) Preflight inspection.
 - (v) Inflation.
 - (vi) Basket/gondola management.
 - (vii) Pre-launch check.
- (3) Aerodrome operations, including the applicant's knowledge and performance of the following tasks—
- (i) Radio communications and ATC light signals.
- (4) Launches and landing, including the applicant's knowledge and performance of the following tasks—
- (i) Normal launch.
 - (ii) Launch over obstacle.
 - (iii) Approach to landing.
 - (iv) Normal landing.
 - (v) High-wind landing.
- (5) Performance manoeuvres, including the applicant's knowledge and performance of the following tasks—
- (i) Ascents.
 - (ii) Altitude control (level flight).
 - (iii) Descents, to include recognition of, and recovery from, rapid descents
 - (iv) Contour flying.
 - (v) Obstacle clearance.
 - (vi) Tethering.
 - (vii) Winter flying.
 - (viii) Collision and avoidance pre-cautions

- (ix) Mountain flying.
- (6) Navigation, including the applicant's knowledge and performance of the following tasks—
 - (i) Navigation, to include cross country flying and dead reckoning, etc.
- (7) Emergency operations, including the applicant's knowledge and performance of the following tasks—
 - (i) Systems and equipment malfunctions.
 - (ii) Emergency equipment and survival gear.
 - (iii) Water landing.
 - (iv) Thermal flight.
- (8) Post-flight procedures, including the applicant's knowledge and performance of the following tasks—
 - (i) Recovery.
 - (ii) Deflation and packing.
 - (iii) Refuelling.

IS 2.3.4.7 PPL SKILL TEST—GLIDER CATEGORY

- (a) The skill test for the private pilot licence—glider category shall include at least the following areas of operation with CRM competencies applied and evident in all tasks:
 - (1) Preflight preparation, including the applicant's knowledge and performance of the following tasks—
 - (i) Licences and documents.
 - (ii) Weather information.
 - (iii) Operation of systems.
 - (iv) Performance and limitations.
 - (v) Aeromedical factors.
 - (2) Preflight procedures, including the applicant's knowledge and performance of the following tasks—
 - (i) Assembly.
 - (ii) Ground handling.
 - (iii) Preflight inspection.
 - (iv) Cockpit management.
 - (v) Visual signals.
 - (3) Aerodrome and gliderport operations, including the applicant's knowledge and performance of the following tasks—
 - (i) Radio communications.
 - (ii) Traffic patterns.

- (iii) Aerodrome, runway, and taxiway signs, markings, and lighting.
- (4) Launches— aero tow, including the applicant's knowledge and performance of the following tasks:
 - (i) Before takeoff checks.
 - (ii) Normal and crosswind takeoff.
 - (iii) Maintaining tow positions.
 - (iv) Slack line.
 - (v) Boxing the wake.
 - (vi) Tow release.
 - (vii) Abnormal occurrences.
- (5) Launches— ground tow, including the applicant's knowledge and performance of the following tasks—
 - (i) Before takeoff check.
 - (ii) Normal and crosswind takeoff.
 - (iii) Abnormal occurrences.
- (6) Launches— self-launch, including the applicant's knowledge and performance of the following tasks—
 - (i) Engine starting.
 - (ii) Taxiing.
 - (iii) Before takeoff check.
 - (iv) Normal and crosswind takeoff and climb.
 - (v) Engine shutdown in flight.
 - (vi) Abnormal occurrences.
- (7) Landings, including the applicant's knowledge and performance of the following tasks—
 - (i) Normal and cross wind landing.
 - (ii) Slips to landing.
 - (iii) Downwind landing.
- (8) Performance airspeeds, including the applicant's knowledge and performance of the following tasks—
 - (i) Minimum sink airspeed.
 - (ii) Speed-to-fly.
- (9) Soaring techniques, including the applicant's knowledge and performance of the following tasks—
 - (i) Thermal soaring.
 - (ii) Ridge and slope soaring.
 - (iii) Wave soaring.

- (10) Performance manoeuvres, including the applicant's knowledge and performance of the following tasks—
 - (i) Straight glides.
 - (ii) Turns to headings.
 - (iii) Steep turns.
- (11) Navigation, including the applicant's knowledge and performance of the following tasks—
 - (i) Flight preparation and planning.
 - (ii) National airspace system.
- (12) Slow flight and stalls, including the applicant's knowledge and performance of the following tasks—
 - (i) Manoeuvring at minimum control airspeed.
 - (ii) Stall recognition and recovery.
- (13) Emergency operations, including the applicant's knowledge and performance of the following tasks—
 - (i) Simulated off-airport landing.
 - (ii) Emergency equipment and survival gear.
- (14) Post-flight procedures, including the applicant's knowledge and performance of the following tasks—
 - (i) After-landing and securing.

IS 2.3.5.2 CPL SKILL TEST—AEROPLANE CATEGORY

- (a) The skill test for the single-engine and multi-engine commercial pilot licence - aeroplane shall include at least the following areas of operation with CRM competencies applied and evident in all tasks:
 - (1) Preflight preparation; including the applicant's knowledge and performance of the following tasks—
 - (i) Licences and documents.
 - (ii) Airworthiness requirements.
 - (iii) Weather information.
 - (iv) Cross-country flight planning.
 - (v) National airspace system.
 - (vi) Performance and limitations.
 - (vii) Operation of system.
 - (viii) Principles of flight (ME).
 - (ix) Water and Seaplane characteristics (S).
 - (x) Seaplane bases, maritime rules and aids to marine navigation (S).
 - (xi) Aeromedical factors.

- (2) Preflight procedures; including the applicant's knowledge and performance of the following tasks—
 - (i) Preflight inspection.
 - (ii) Cockpit management.
 - (iii) Engine Starting.
 - (iv) Taxiing (L).
 - (v) Taxiing and sailing (S).
 - (vi) Before takeoff check.
- (3) Aerodrome and seaplane base operations; including the applicant's knowledge and performance of the following tasks—
 - (i) Radio communications and ATC light signals.
 - (ii) Traffic patterns.
 - (iii) Aerodrome/Seaplane base, runway and taxiway signs, markings and lighting.
- (4) Takeoffs, landings and go-arounds; including the applicant's knowledge and performance of the following tasks—
 - (i) Normal and crosswind takeoff and climb.
 - (ii) Normal and crosswind approach and landing.
 - (iii) Soft-field takeoff and climb (SE).
 - (iv) Soft-field approach and landing (SE).
 - (v) Short-field (Confined area (S)) takeoff and maximum performance climb.
 - (vi) Short-field (Confined area (S)) approach and landing.
 - (vii) Glassy water takeoff and climb (S).
 - (viii) Glassy water approach and landing (S).
 - (ix) Rough water takeoff and climb (S).
 - (x) Rough water approach and landing (S).
 - (xi) Power-off 180 degrees accuracy approach and landing (SE).
 - (xii) Go-around /rejected landing.
- (5) Performance manoeuvres; including the applicant's knowledge and performance of the following tasks—
 - (i) Steep turns.
 - (ii) Steep spiral (SE).
 - (iii) Chandelles (SE).
 - (iv) Lazy eights (SE).
- (6) Ground reference manoeuvres; including the applicant's knowledge and performance of the following tasks—
 - (i) Eights on pylons (SE).

- (7) Navigation; including the applicant's knowledge and performance of the following tasks—
 - (i) Pilotage and dead reckoning.
 - (ii) Navigation systems and radar services.
 - (iii) Diversion.
 - (iv) Lost procedures
- (8) Slow flight and stalls; including the applicant's knowledge and performance of the following tasks—
 - (i) Manoeuvring during slow flight.
 - (ii) Power-off stalls.
 - (iii) Power-on stalls.
 - (iv) Spin awareness.
- (9) Emergency operations; including the applicant's knowledge and performance of the following tasks—
 - (i) Emergency approach and landing.
 - (ii) Emergency descent (ME).
 - (iii) Engine failure during takeoff before VMC (simulated) (ME).
 - (iv) Engine failure after lift-off (simulated) (ME).
 - (v) Approach and landing with an inoperative engine (simulated) (ME).
 - (vi) Systems and equipment malfunctions.
 - (vii) Emergency equipment and survival gear.
- (10) High altitude operations; including the applicant's knowledge and performance of the following tasks—
 - (i) Supplemental oxygen.
 - (ii) Pressurisation.
- (11) Multi-engine operations (ME); including the applicant's knowledge and performance of the following tasks—
 - (i) Manoeuvring with one engine inoperative.
 - (ii) VMC demonstration.
 - (iii) Engine failure during flight (by reference to instruments).
 - (iv) Instrument approach – one engine inoperative (by reference to instruments).
- (12) Post-flight procedures; including the applicant's knowledge and performance of the following tasks—
 - (i) After landing, parking and securing.
 - (ii) Anchoring (S).
 - (iii) Docking and mooring (S).
 - (iv) Ramping/beaching (S).

IS 2.3.5.3 CPL SKILL TEST—HELICOPTER CATEGORY

- (a) The skill test for the commercial pilot licence – helicopter shall include at least the following areas of operation with CRM competencies applied and evident in all tasks:
- (1) Preflight preparation; including the applicant's knowledge and performance of the following tasks—
 - (i) Licences and documents.
 - (ii) Weather information.
 - (iii) Cross-country flight planning.
 - (iv) National airspace system.
 - (v) Performance and limitations.
 - (vi) Operation of system.
 - (vii) Minimum equipment list.
 - (viii) Aeromedical factors.
 - (ix) Physiological aspects of night flying.
 - (x) Lighting and equipment for night flying.
 - (2) Preflight procedures; including the applicant's knowledge and performance of the following tasks—
 - (i) Preflight inspection.
 - (ii) Cockpit management.
 - (iii) Engine Starting and rotor engagement.
 - (iv) Before takeoff check.
 - (3) Aerodrome and heliport operations; including the applicant's knowledge and performance of the following tasks—
 - (i) Radio communications and ATC light signals.
 - (ii) Traffic patterns.
 - (iii) Aerodrome and heliport markings and lighting.
 - (4) Hovering manoeuvres; including the applicant's knowledge and performance of the following tasks—
 - (i) Vertical takeoff and landing.
 - (ii) Slope operations.
 - (iii) Surface taxi.
 - (iv) Hover taxi.
 - (v) Air taxi.
 - (5) Takeoffs, landings and go-arounds; including the applicant's knowledge and performance of the following tasks—
 - (i) Normal and crosswind takeoff and climb.

- (ii) Normal and crosswind approach and landing.
 - (iii) Maximum performance takeoff and climb.
 - (iv) Steep approach.
 - (v) Rolling takeoff.
 - (vi) Shallow approach and running/roll-on landing.
 - (vii) Go-around.
- (6) Performance manoeuvre; including the applicant's knowledge and performance of the following tasks—
- (i) Rapid deceleration.
 - (ii) 180 Degrees autorotation.
- (7) Navigation; including the applicant's knowledge and performance of the following tasks—
- (i) Pilotage and dead reckoning.
 - (ii) Radio navigation and radar services.
 - (iii) Diversion.
 - (iv) Lost procedures.
- (8) Emergency operations; including the applicant's knowledge and performance of the following tasks—
- (i) Power failure at a hover.
 - (ii) Power failure at altitude.
 - (iii) Systems and equipment malfunctions.
 - (iv) Settling-with-power.
 - (v) Low rotor RPM recovery.
 - (vi) Dynamic rollover.
 - (vii) Ground resonance.
 - (viii) Low G conditions.
 - (ix) Emergency equipment and survival gear.
- (9) Special operations; including the applicant's knowledge and performance of the following tasks—
- (i) Confined area operation.
 - (ii) Pinnacle/platform operations.
- (10) Post-flight procedures; including the applicant's knowledge and performance of the following tasks—
- (i) After landing, parking and securing.

*FAA Practical Test Standard: FAA-S-8081-16
Appendix 1 to JAR-FCL 2.170*

IS 2.3.5.4 CPL SKILL TEST—POWERED-LIFT CATEGORY

- (a) Reserved.

IS 2.3.5.5 CPL SKILL TEST—AIRSHIP CATEGORY

- (a) The skill test for the commercial pilot licence – airship shall include at least the following areas of operation with CRM competencies applied and evident in all tasks:
- (1) Technical subjects, including the applicant's knowledge and performance of the following tasks—
 - (i) Aeromedical factors.
 - (ii) Visual scanning and collision avoidance.
 - (iii) Use of distractions during flight training.
 - (iv) Principles of flight.
 - (v) Airship weight-off, ballast, and trim.
 - (vi) Night operations.
 - (vii) Regulations and publications.
 - (viii) National airspace system.
 - (ix) Logbook entries and licence endorsement.
 - (2) Preflight preparation, including the applicant's knowledge and performance of the following tasks—
 - (i) Licences and documents.
 - (ii) Weather information.
 - (iii) Cross-country flight planning.
 - (iv) Performance and limitations.
 - (v) Operations of systems.
 - (3) Preflight lesson on a manoeuvre to be performed in flight, including the applicant's knowledge and performance of the following tasks—
 - (i) Manoeuvre lesson.
 - (4) Preflight procedures, including the applicant's knowledge and performance of the following tasks—
 - (i) Preflight inspection.
 - (ii) Cockpit management.
 - (iii) Engine starting.
 - (iv) Unmasting and positioning for takeoff.
 - (v) Ground handling.
 - (vi) Before takeoff check.

- (5) Aerodrome operations, including the applicant's knowledge and performance of the following tasks—
 - (i) Radio communications.
 - (ii) Traffic pattern operations.
 - (iii) Aerodrome, runway, and taxiway markings and lighting.
- (6) Performance manoeuvres, including the applicant's knowledge and performance of the following tasks—
 - (i) Flight to, from, and at pressure height.
 - (ii) In-flight weigh-off.
 - (iii) Manual pressure control.
 - (iv) Static and dynamic trim.
- (7) Navigation, including the applicant's knowledge and performance of the following tasks—
 - (i) Pilotage and dead reckoning.
 - (ii) Diversion.
 - (iii) Lost procedures.
 - (iv) Navigation systems and air traffic control radar services.
- (8) Emergency operations, including the applicant's knowledge and performance of the following tasks—
 - (i) Aborted takeoff.
 - (ii) Engine failure during takeoff.
 - (iii) Engine failure during flight.
 - (iv) Engine fire during flight.
 - (v) Envelope emergencies.
 - (vi) Free ballooning.
 - (vii) Ditching and emergency landing.
 - (viii) Systems and equipment malfunctions.
- (9) Post-flight procedures, including the applicant's knowledge and performance of the following tasks—
 - (i) Masting.
 - (ii) Post-masting.

IS 2.3.5.6 CPL SKILL TEST—BALLOON CATEGORY

- (a) The skill test for the commercial pilot licence – balloon shall include at least the following areas of operation with CRM competencies applied and evident in all tasks:
 - (1) Technical subjects, including the applicant's knowledge and performance of the following tasks—

- (i) Aero medical factors.
 - (ii) Visual scanning and collision avoidance.
 - (iii) Principles of flight.
 - (iv) Regulations and publications.
 - (v) National airspace system.
 - (vi) Logbook entries and licence endorsement.
- (2) Preflight preparation, including the applicant's knowledge and performance of the following tasks—
- (i) Licences and documents.
 - (ii) Weather information.
 - (iii) Flight planning.
 - (iv) Performance and limitations.
 - (v) Operations of systems.
- (3) Preflight lesson on a manoeuvre to be performed in flight, including the applicant's knowledge and performance of the following tasks—
- (i) Manoeuvre lesson.
- (4) Preflight procedures, including the applicant's knowledge and performance of the following tasks—
- (i) Launch site selection.
 - (ii) Crew briefing and preparation.
 - (iii) Layout and assembly.
 - (iv) Preflight inspection.
 - (v) Inflation.
 - (vi) Basket/gondola management.
 - (vii) Pre-launch check.
- (5) Aerodrome operations, including the applicant's knowledge and performance of the following tasks—
- (i) Radio communications.
- (6) Launches and landings, including the applicant's knowledge and performance of the following tasks—
- (i) Normal launch.
 - (ii) Launch over obstacle.
 - (iii) Approach to landing.
 - (iv) Steep approach to landing.
 - (v) Normal landing.
 - (vi) High-wind landing.

- (7) Performance manoeuvres, including the applicant's knowledge and performance of the following tasks—
 - (i) Ascents.
 - (ii) Altitude control (level flight).
 - (iii) Descents.
 - (iv) Rapid ascent and descent.
 - (v) Contour flying (BH).
 - (vi) High altitude flight. (BG)
 - (vii) Obstacle avoidance (BH).
 - (viii) Tethering (BH).
 - (ix) Winter flying.
 - (x) Mountain flying.
- (8) Navigation, including the applicant's knowledge and performance of the following tasks—
 - (i) Navigation.
- (9) Emergency operations, including the applicant's knowledge and performance of the following tasks—
 - (i) Systems and equipment malfunctions.
 - (ii) Emergency equipment and survival gear.
 - (iii) Water landing.
 - (iv) Thermal flight.
- (10) Post-flight procedures, including the applicant's knowledge and performance of the following tasks—
 - (i) Recovery.
 - (ii) Deflation and pack-up.
 - (iii) Refueling (BH).

IS 2.3.5.7 CPL SKILL TEST—GLIDER CATEGORY

- (a) The skill test for the commercial pilot licence – glider category shall include at least the following areas of operation with CRM competencies applied and evident in all tasks:
 - (1) Preflight preparation, including the applicant's knowledge and performance of the following tasks—
 - (i) Licences and documents.
 - (ii) Weather information.
 - (iii) Operation of systems.
 - (iv) Performance and limitations.
 - (v) Aeromedical factors.

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- (2) Preflight procedures, including the applicant's knowledge and performance of the following tasks—
 - (i) Assembly.
 - (ii) Ground handling.
 - (iii) Preflight inspection.
 - (iv) Cockpit management.
 - (v) Visual signals.
 - (3) Aerodrome and gliderport operations, including the applicant's knowledge and performance of the following tasks—
 - (i) Radio communications.
 - (ii) Traffic patterns.
 - (iii) Aerodrome, runway, and taxiway signs, markings, and lighting.
 - (4) Launches- aero tow, including the applicant's knowledge and performance of the following tasks—
 - (i) Before takeoff checks.
 - (ii) Normal and crosswind takeoff.
 - (iii) Maintaining tow positions.
 - (iv) Slack line.
 - (v) Boxing the wake.
 - (vi) Tow release.
 - (vii) Abnormal occurrences.
 - (5) Launches- ground tow, including the applicant's knowledge and performance of the following tasks—
 - (i) Before takeoff check.
 - (ii) Normal and crosswind takeoff.
 - (iii) Abnormal occurrences.
 - (6) Launches- self-launch, including the applicant's knowledge and performance of the following tasks—
 - (i) Engine starting.
 - (ii) Taxiing.
 - (iii) Before takeoff check.
 - (iv) Normal and crosswind takeoff and climb.
 - (v) Engine shutdown in flight.
 - (vi) Abnormal occurrences.
 - (7) Landings, including the applicant's knowledge and performance of the following tasks—
 - (i) Normal and cross wind landing.

- (ii) Slips to landing.
 - (iii) Downwind landing.
- (8) Performance airspeeds, including the applicant's knowledge and performance of the following tasks—
 - (i) Minimum sink airspeed.
 - (ii) Speed-to-fly.
- (9) Soaring techniques, including the applicant's knowledge and performance of the following tasks—
 - (i) Thermal soaring.
 - (ii) Ridge and slope soaring.
 - (iii) Wave soaring.
- (10) Performance manoeuvres, including the applicant's knowledge and performance of the following tasks—
 - (i) Straight glides.
 - (ii) Turns to headings.
 - (iii) Steep turns.
- (11) Navigation, including the applicant's knowledge and performance of the following tasks—
 - (i) Flight preparation and planning.
 - (ii) National airspace system.
- (12) Slow flight and stalls, including the applicant's knowledge and performance of the following tasks—
 - (i) Manoeuvring at minimum control airspeed.
 - (ii) Stall recognition and recovery.
- (13) Emergency operations, including the applicant's knowledge and performance of the following tasks—
 - (i) Simulated off-aerodrome landing.
 - (ii) Emergency equipment and survival gear.
- (14) Post-flight procedures, including the applicant's knowledge and performance of the following tasks—
 - (i) After-landing and securing.

IS 2.3.6.2 ATPL AND AIRCRAFT TYPE RATING SKILL TEST—AEROPLANE CATEGORY

- (a) The skill test for the airline transport pilot licence - aeroplanes shall include at least the following areas of operation with CRM competencies applied and evident in all tasks:
 - (1) Preflight preparation; including the applicant's knowledge and performance of the following tasks—
 - (i) Equipment examination.

- (ii) Performance and limitations.
- (2) Preflight procedures; including the applicant's knowledge and performance of the following tasks—
 - (i) Preflight inspection.
 - (ii) Powerplant start.
 - (iii) Taxiing.
 - (iv) Before takeoff checks.
- (3) Takeoffs and departure phase; including the applicant's knowledge and performance of the following tasks—
 - (i) Normal takeoffs with different flap settings, including expedited takeoff.
 - (ii) Instrument takeoff.
 - (iii) Powerplant failure during takeoff.
 - (iv) Rejected takeoff.
 - (v) Departure procedures.
- (4) In-flight manoeuvres; including the applicant's knowledge and performance of the following tasks—
 - (i) Steep turns.
 - (ii) Approach to stalls.
 - (iii) Powerplant failure.
 - (iv) Specific flight characteristics.
 - (v) Recovery from unusual altitudes.
- (5) Instrument procedures; including the applicant's knowledge and performance of the following tasks—
 - (i) Standard terminal arrival/flight management system procedures.
 - (ii) Holding procedures.
 - (iii) Precision instrument approaches.
 - (iv) Non-precision instrument approaches.
 - (v) Circling approach.
 - (vi) Missed approach.
- (6) Landings and approaches to landings; including the applicant's knowledge and performance of the following tasks—
 - (i) Normal and crosswind approaches and landings.
 - (ii) Landing from a precision approach.
 - (iii) Approach and landing with (simulated) powerplant failure.
 - (iv) Landing from a circling approach.
 - (v) Rejected landing.

- (vi) Landing from a no-flap or a non-standard flap approach.
- (vii) Normal and abnormal procedures.
- (viii) Emergency procedures.
- (7) Post-flight procedures; including the applicant's knowledge and performance of the following tasks—
 - (i) After landing procedures.
 - (ii) Parking and securing.

*FAA Practical Test Standard: FAA-S-8081-5D
Appendix 2 to JAR-FCL 1.240 & 1.295*

IS 2.3.6.3 ATPL AND AIRCRAFT TYPE RATING SKILL TEST—HELICOPTER CATEGORY

- (a) The skill test for the airline transport pilot licence for helicopters shall include at least the following areas of operation with CRM competencies applied and evident in all tasks:
 - (1) Preflight preparations and checks; including the applicant's knowledge and performance of the following tasks—
 - (i) Equipment examination.
 - (ii) Performance and limitations.
 - (2) Preflight procedures; including the applicant's knowledge and performance of the following tasks—
 - (i) Preflight inspection.
 - (ii) Powerplant start.
 - (iii) Taxiing.
 - (iv) Pre-takeoff checks.
 - (3) Takeoff and departure phase; including the applicant's knowledge and performance of the following tasks—
 - (i) Normal and crosswind takeoff.
 - (ii) Instrument takeoff.
 - (iii) Powerplant failure during takeoff.
 - (iv) Rejected takeoff.
 - (v) Instrument departure.
 - (4) In-flight manoeuvres; including the applicant's knowledge and performance of the following tasks—
 - (i) Steep turns.
 - (ii) Powerplant failure-multi-engine helicopter.
 - (iii) Powerplant failure-single-engine helicopter.
 - (iv) Recovery from unusual altitudes.
 - (v) Settling with power.

- (5) Instrument procedures; including the applicant's knowledge and performance of the following tasks—
 - (i) Instrument arrival.
 - (ii) Holding.
 - (iii) Precision instrument approaches.
 - (iv) Non-precision instrument approaches.
 - (v) Missed approach.
- (6) Landings and approaches to landings; including the applicant's knowledge and performance of the following tasks—
 - (i) Normal and crosswind approaches and landings.
 - (ii) Approach and landing with simulated powerplant failure-multiengine helicopter.
 - (iii) Rejected landing.
- (7) Normal and abnormal procedures; including the applicant's knowledge and performance of the tasks.
- (8) Emergency procedures; including the applicant's knowledge and performance.
- (9) Postflight procedures; including the applicant's knowledge and performance of the following tasks—
 - (i) After landing procedures.
 - (ii) Parking and securing.

*FAA Practical Test Standards: FAA-S-8081-20
Appendix 2 to JAR-FCL 2.240 & 2.295*

IS 2.3.6.4 ATPL AND AIRCRAFT TYPE RATING SKILL TEST—POWERED-LIFT CATEGORY

- (a) Reserved.

IS 2.3.7.2 INSTRUMENT RATING SKILL TEST AND PROFICIENCY CHECK

- (a) The skill test and proficiency check for the instrument rating shall include at least the following areas of operation with CRM competencies applied and evident in all tasks appropriate to the category of aircraft:
 - (1) Preflight preparation; including the applicant's knowledge and performance of the following tasks—
 - (i) Weather information.
 - (ii) Cross-country flight planning.
 - (2) Preflight procedures; including the applicant's knowledge and performance of the following tasks—

- (i) Aircraft systems related to IFR operations.
 - (ii) Aircraft flight instruments and navigation equipment.
 - (iii) Instrument cockpit check.
- (3) Air traffic control clearances and procedures; including the applicant's knowledge and performance of the following tasks—
- (i) Air traffic control clearances.
 - (ii) Compliance with departure, en route and arrival procedures and clearances.
 - (iii) Holding procedures.
- (4) Flight by reference to instruments; including the applicant's knowledge and performance of the following tasks—
- (i) Straight-and-level flight.
 - (ii) Change of airspeed.
 - (iii) Constant airspeed climbs and descents.
 - (iv) Rate climbs and descents.
 - (v) Timed turns to magnetic compass headings.
 - (vi) Steep turns.
 - (vii) Recovery from unusual flight attitudes.
- (5) Navigation systems; including the applicant's knowledge and performance of the following tasks—
- (i) Intercepting and tracking navigational systems and DME Arcs.
 - (ii) Instrument approach procedures; including the applicant's knowledge and performance of the following tasks—
 - (iii) Non-precision instrument approach.
 - (iv) Precision ILS instrument approach.
 - (v) Missed approach.
 - (vi) Circling approach.
 - (vii) Landing from a straight-in or circling approach.
- (6) Emergency operations; including the applicant's knowledge and performance of the following tasks—
- (i) Loss of communications.
 - (ii) One engine inoperative during straight-and-level flight and turns (ME).
 - (iii) One engine inoperative – instrument approach (ME).
 - (iv) Loss of gyro attitude and/or heading indicators.
- (7) Post-flight procedures; including the applicant's knowledge and performance of the following tasks—
- (i) Checking instruments and equipment.

IS 2.3.8.2 FLIGHT INSTRUCTOR SKILL TEST AND PROFICIENCY CHECK

- (a) **Aeroplane Category.** The skill test and proficiency check for the flight instructor rating - aeroplane shall include at least the following areas of operation with CRM competencies applied and evident in all tasks appropriate to the category and class of aircraft:
- (1) Fundamentals of instruction; including the applicant's knowledge and performance of the following tasks—
 - (i) The learning process.
 - (ii) The teaching process.
 - (iii) Teaching methods.
 - (iv) Evaluation.
 - (v) Flight instructor characteristics and responsibilities.
 - (vi) Human factors.
 - (vii) Planning instructional activity.
 - (2) Technical subject areas; including the applicant's knowledge and performance of the following tasks—
 - (i) Aeromedical factors.
 - (ii) Visual Scanning and collision avoidance.
 - (iii) Principles of flight.
 - (iv) Aeroplane flight controls.
 - (v) Aeroplane weight and balance.
 - (vi) Navigation and flight planning.
 - (vii) Night operations.
 - (viii) High altitude operations.
 - (ix) Regulations and publications.
 - (x) Use of minimum equipment list.
 - (xi) National airspace system.
 - (xii) Navigation aids and radar services.
 - (xiii) Logbook entries and licence endorsements.
 - (xiv) Water and seaplane characteristics (S).
 - (xv) Seaplane bases, rules and aids to marine navigation (S).
 - (3) Preflight preparation; including the applicant's knowledge and performance of the following tasks—
 - (i) Licences and documents.
 - (ii) Weather information.
 - (iii) Operation of systems (SE).
 - (iv) Performance and limitations (SE).

- (v) Airworthiness requirements.
- (4) Preflight lesson on a manoeuvre to be performed in flight; including the applicant's knowledge and performance of the following task—
 - (i) Manoeuvre lesson
- (5) Preflight procedures; including the applicant's knowledge and performance of the following tasks—
 - (i) Preflight inspection.
 - (ii) Cockpit management.
 - (iii) Engine starting.
 - (iv) Taxiing (L).
 - (v) Taxiing (S).
 - (vi) Sailing (S).
 - (vii) Before takeoff check.
- (6) Aerodrome and seaplane base operations; including the applicant's knowledge and performance of the following tasks—
 - (i) Radio communications and ATC light signals.
 - (ii) Traffic patterns.
 - (iii) Aerodrome and runway markings and lighting.
- (7) Takeoffs, landings and go-arounds; including the applicant's knowledge and performance of the following tasks—
 - (i) Normal and crosswind takeoff and climb.
 - (ii) Short field (Confined area (S)) takeoff and maximum performance climb.
 - (iii) Soft field takeoff and climb (SE).
 - (iv) Glossy water takeoff and climb (S).
 - (v) Rough water takeoff and climb (S).
 - (vi) Normal and crosswind approach and landing.
 - (vii) Slip to a landing (SE).
 - (viii) Go-around/rejected landing.
 - (ix) Short field (Confined area (S)) approach and landing.
 - (x) Soft field approach and landing (SEL).
 - (xi) Power-off 180 degrees accuracy approach and landing (SEL).
 - (xii) Glassy water approach and landing (S).
 - (xiii) Rough water approach and landing (S).
- (8) Fundamentals of flight; including the applicant's knowledge and performance of the following tasks—
 - (i) Straight-and-level flight.

- (ii) Level turns.
 - (iii) Straight climbs and climbing turns.
 - (iv) Straight descents and descending turns.
- (9) Performance manoeuvres; including the applicant's knowledge and performance of the following tasks—
- (i) Steep turns.
 - (ii) Steep spirals (SE).
 - (iii) Chandelles (SE).
 - (iv) Lazy eights (SE).
- (10) Ground reference manoeuvres; including the applicant's knowledge and performance of the following tasks—
- (i) Rectangular course.
 - (ii) S-turns across a road.
 - (iii) Turns around a point.
 - (iv) Eights on pylons (SE).
- (11) Slow flight, stalls and spins; including the applicant's knowledge and performance of the following tasks—
- (i) Manoeuvring during slow flight.
 - (ii) Power-on stalls (proficiency).
 - (iii) Power-off stalls (proficiency).
 - (iv) Crossed-control stalls (demonstration) (SE).
 - (v) Elevator trim stalls (demonstration) (SE).
 - (vi) Secondary stalls (demonstration) (SE).
 - (vii) Spins (SEL).
- (12) Basic instrument manoeuvres; including the applicant's knowledge and performance of the following tasks—
- (i) Straight-and-level flight.
 - (ii) Constant airspeed climbs.
 - (iii) Constant airspeed descents.
 - (iv) Turns to headings.
 - (v) Recovery from unusual flight attitudes.
- (13) Emergency operations (SE); including the applicant's knowledge and performance of the following tasks—
- (i) Emergency approach and landing (simulated).
 - (ii) Systems and equipment malfunctions.
 - (iii) Emergency equipment and survival gear.

- (14) Emergency operations (ME); including the applicant's knowledge and performance of the following tasks—
 - (i) Systems and equipment malfunctions.
 - (ii) Engine failure during takeoff before VMC.
 - (iii) Engine failure after lift-off.
 - (iv) Approach and landing with an inoperative engine.
 - (v) Emergency descent.
 - (vi) Emergency equipment and survival gear.
- (15) Multi-engine operations (ME); including the applicant's knowledge and performance of the following tasks—
 - (i) Operation of systems.
 - (ii) Performance and limitations.
 - (iii) Flight principles – engine inoperative.
 - (iv) Manoeuvring with one engine inoperative.
 - (v) VMC demonstration.
 - (vi) Demonstrating the effects of various airspeeds and configurations during engine inoperative performance.
- (16) Post-flight procedures; including the applicant's knowledge and performance of the following tasks—
 - (i) Post-flight procedures.
 - (ii) Anchoring (S).
 - (iii) Docking and mooring (S).
 - (iv) Beaching (S).
 - (v) Ramping (S).
- (b) **Helicopter Category.** The skill test and proficiency check for the flight instructor rating - helicopter shall include at least the following areas of operation with CRM competencies applied and evident in all tasks appropriate to the category, and if applicable, class or type, of aircraft:
 - (1) Fundamentals of instruction; including the applicant's knowledge and performance of the following tasks—
 - (i) The learning process.
 - (ii) The teaching process.
 - (iii) Teaching methods.
 - (iv) Evaluation.
 - (v) Flight instructor characteristics and responsibilities.
 - (vi) Human factors.
 - (vii) Planning instructional activity.

- (2) Technical subject areas; including the applicant's knowledge and performance of the following tasks—
 - (i) Aeromedical factors.
 - (ii) Visual Scanning and collision avoidance.
 - (iii) Use of distractions during flight training.
 - (iv) Principles of flight.
 - (v) Helicopter flight controls.
 - (vi) Helicopter weight and balance.
 - (vii) Navigation and flight planning.
 - (viii) Night operations.
 - (ix) Regulations and publications.
 - (x) Use of minimum equipment list.
 - (xi) National airspace system.
 - (xii) Logbook entries and licence endorsements.
- (3) Preflight preparation including the applicant's knowledge and performance of the following tasks—
 - (i) Licences and documents.
 - (ii) Weather information.
 - (iii) Operation of systems.
 - (iv) Performance and limitations.
 - (v) Airworthiness requirements.
- (4) Preflight lesson on a manoeuvre to be performed in flight. including the applicant's knowledge and performance of the following task—
 - (i) Manoeuvre lesson.
- (5) Preflight procedures, including the applicant's knowledge and performance of the following tasks—
 - (i) Preflight inspection.
 - (ii) Cockpit management.
 - (iii) Engine starting and rotor engagement.
 - (iv) Before takeoff check.
- (6) Aerodrome operations and Heliport operations; including the applicant's knowledge and performance of the following tasks—
 - (i) Radio communications and ATC light signals.
 - (ii) Traffic patterns.
 - (iii) Aerodrome and Heliport Markings and lighting.
- (7) Hovering Manoeuvres. including the applicant's knowledge and performance of the following tasks—

- (i) Vertical takeoff and landing.
 - (ii) Surface taxi.
 - (iii) Hover taxi.
 - (iv) Air taxi.
 - (v) Slope operation.
- (8) Takeoffs, landings and go-arounds, including the applicant's knowledge and performance of the following tasks—
- (i) Normal and crosswind takeoff and climb.
 - (ii) Maximum performance takeoff and climb.
 - (iii) Rolling takeoff.
 - (iv) Normal and crosswind approach.
 - (v) Steep approach.
 - (vi) Shallow approach and running/roll-on landing.
 - (vii) Go-around.
- (9) Fundamentals of flight; including the applicant's knowledge and performance of the following tasks—
- (i) Straight-and-level flight.
 - (ii) Level turns.
 - (iii) Straight climbs and climbing turns.
 - (iv) Straight descents and descending turns.
- (10) Performance manoeuvres; including the applicant's knowledge and performance of the following tasks—
- (i) Rapid deceleration.
 - (ii) Straight-in autorotation.
 - (iii) 180 degrees autorotation.
- (11) Emergency operations; including the applicant's knowledge and performance of the following tasks—
- (i) Power failure at a hover.
 - (ii) Power failure at altitude.
 - (iii) Settling-with-power.
 - (iv) Low rotor RPM recovery.
 - (v) Antitorque system failure.
 - (vi) Dynamic rollover.
 - (vii) Ground resonance.
 - (viii) Low "G" conditions.
 - (ix) Systems and equipment malfunctions.

- (x) Emergency equipment and survival gear.
- (12) Special operations; including the applicant's knowledge and performance of the following tasks—
 - (i) Confined area operation.
 - (ii) Pinnacle/platform operation.
- (13) Post-flight procedures; including the applicant's knowledge and performance of the following tasks—
 - (i) After-landing and securing.
- (c) **Powered-lift Category.**
 - (1) Reserved.
- (d) **Airship Category.** The skill test and proficiency check for the flight instructor rating - airship shall include at least the following areas of operation with CRM competencies applied and evident in all tasks appropriate to the category of aircraft:
 - (1) Fundamentals of instruction; including the applicant's knowledge and performance of the following tasks—
 - (i) The learning process.
 - (ii) The teaching process.
 - (iii) Teaching methods.
 - (iv) Evaluation.
 - (v) Flight instructor characteristics and responsibilities.
 - (vi) Human factors.
 - (vii) Planning instructional activity.
 - (2) Technical subject areas; including the applicant's knowledge and performance of the following tasks—
 - (i) Aeromedical factors.
 - (ii) Visual Scanning and collision avoidance.
 - (iii) Use of distractions during flight training.
 - (iv) Principles of flight.
 - (v) Airship weight-off, ballast, and trim.
 - (vi) Night operations.
 - (vii) Regulations and publications.
 - (viii) National airspace system.
 - (ix) Logbook entries and licence endorsement.
 - (3) Preflight preparation, including the applicant's knowledge and performance of the following tasks—
 - (i) Licences and documents.
 - (ii) Weather information.

- (iii) Cross-country flight planning.
 - (iv) Performance and limitations.
 - (v) Operations of systems.
- (4) Preflight lesson on a manoeuvre to be performed in flight, including the applicant's and performance of the following tasks—
- (i) Manoeuvre lesson.
- (5) Preflight procedures, including the applicant's knowledge and performance of the following tasks—
- (i) Preflight inspection.
 - (ii) Cockpit management.
 - (iii) Engine starting.
 - (iv) Unmasting and positioning for takeoff.
 - (v) Ground handling.
 - (vi) Before takeoff check.
- (6) Aerodrome operations, including the applicant's knowledge and performance of the following tasks—
- (i) Radio communications.
 - (ii) Traffic pattern operations.
 - (iii) Aerodrome, runway and taxiway markings and lighting.
- (7) Performance manoeuvres, including the applicant's knowledge and performance of the following tasks—
- (i) Flight to, from, and at pressure height.
 - (ii) In-flight weigh-off.
 - (iii) Manual pressure control.
 - (iv) Static and dynamic trim.
- (8) Navigation, including the applicant's knowledge and performance of the following tasks—
- (i) Pilotage and dead reckoning.
 - (ii) Diversion.
 - (iii) Lost procedures.
 - (iv) Navigation systems and air traffic control radar services.
- (9) Basic instrument manoeuvres, including the applicant's knowledge and performance of the following tasks—
- (i) Straight-and level flight.
 - (ii) Constant airspeed climbs.
 - (iii) Constant airspeed descents.
 - (iv) Turns to headings.

- (v) Recovery from unusual flight attitudes.
- (10) Emergency operations, including the applicant's knowledge and performance of the following tasks—
 - (i) Aborted takeoff.
 - (ii) Engine failure during takeoff.
 - (iii) Engine failure during flight.
 - (iv) Engine fire during flight.
 - (v) Envelope emergencies.
 - (vi) Free ballooning.
 - (vii) Ditching and emergency landing.
 - (viii) Systems and equipment malfunctions.
- (11) Post-flight procedures, including the applicant's knowledge and performance of the following tasks—
 - (i) Mastings.
 - (ii) Post-masting.
- (e) **Balloon Category.** The skill test and proficiency check for the flight instructor licence with balloon instructor rating shall include at least the following areas of operation with CRM competencies applied and evident in all tasks appropriate to the category and class of aircraft:
 - (1) Fundamentals of instruction; including the applicant's knowledge and performance of the following tasks—
 - (i) The learning process.
 - (ii) The teaching process.
 - (iii) Teaching methods.
 - (iv) Evaluation.
 - (v) Flight instructor characteristics and responsibilities.
 - (vi) Human factors.
 - (vii) Planning instructional activity.
 - (2) Technical subject areas; including the applicant's knowledge and performance of the following tasks—
 - (i) Aeromedical factors.
 - (ii) Visual Scanning and collision avoidance.
 - (iii) Use of distractions during flight training.
 - (iv) Principles of flight.
 - (v) Regulations and publications.
 - (vi) National airspace system.
 - (vii) Logbook entries and licence endorsement.

- (3) Preflight preparation, including the applicant's knowledge and performance of the following tasks—
 - (i) Licences and documents.
 - (ii) Weather information.
 - (iii) Cross-country flight planning.
 - (iv) Performance and limitations.
 - (v) Operations of systems.
- (4) Preflight lesson on a manoeuvre to be performed in flight, including the applicant's and performance of the following tasks—
 - (i) Manoeuvre lesson.
- (5) Preflight procedures, including the applicant's knowledge and performance of the following tasks—
 - (i) Launch site selection.
 - (ii) Crew briefing and preparation.
 - (iii) Layout and assembly.
 - (iv) Preflight inspection.
 - (v) Inflation.
 - (vi) Basket/gondola management.
 - (vii) Pre-launch check.
- (6) Aerodrome operations, including the applicant's knowledge and performance of the following tasks—
 - (i) Radio communications.
- (7) Launches and landings, including the applicant's knowledge and performance of the following tasks—
 - (i) Normal launch.
 - (ii) Launch over obstacle.
 - (iii) Approach to landing.
 - (iv) Steep approach to landing.
 - (v) Normal landing.
 - (vi) High-wind landing.
- (8) Performance manoeuvres, including the applicant's knowledge and performance of the following tasks—
 - (i) Ascents.
 - (ii) Altitude control (level flight).
 - (iii) Descents.
 - (iv) Rapid ascent and descent.
 - (v) Contour flying (BH).

- (vi) High altitude flight (BG).
- (vii) Obstacle avoidance (BH).
- (viii) Tethering (BH).
- (ix) Winter flying.
- (x) Mountain flying.
- (xi) Navigation, including the applicant's knowledge and performance of the following tasks—
- (xii) Navigation.
- (9) Emergency operations, including the applicant's knowledge and performance of the following tasks—
 - (i) Systems and equipment malfunctions.
 - (ii) Emergency equipment and survival gear.
 - (iii) Water landing.
 - (iv) Thermal flight.
- (10) Post-flight procedures, including the applicant's knowledge and performance of the following tasks—
 - (i) Recovery.
- (11) Deflation and pack-up.
 - (i) Refueling (BH).
- (f) **Glider Category.** The skill test and proficiency check for the flight instructor rating - glider shall include at least the following areas of operation with CRM competencies applied and evident in all tasks appropriate to the category of aircraft:
 - (1) Fundamentals of instruction; including the applicant's knowledge and performance of the following tasks—
 - (i) The learning process.
 - (ii) The teaching process.
 - (iii) Teaching methods.
 - (iv) Evaluation.
 - (v) Flight instructor characteristics and responsibilities.
 - (vi) Human factors.
 - (vii) Planning instructional activity.
 - (2) Technical subject areas; including the applicant's knowledge and performance of the following tasks—
 - (i) Aeromedical factors.
 - (ii) Visual Scanning and collision avoidance.
 - (iii) Use of distractions during flight training.
 - (iv) Principles of flight.

- (v) Elevators, ailerons, and rudder.
 - (vi) Trim, lift and drag devices.
 - (vii) Glider weight and balance.
 - (viii) Navigation and flight planning.
 - (ix) Regulations and publications.
 - (x) National airspace system.
 - (xi) Logbook entries and licence endorsements.
- (3) Preflight preparation; including the applicant's knowledge and performance of the following tasks—
- (i) Licences and documents.
 - (ii) Weather information.
 - (iii) Operation of systems.
 - (iv) Performance and limitations.
- (4) Preflight lesson on a manoeuvre to be performed in flight; including the applicant's knowledge and performance of the following task—
- (i) Manoeuvre lesson.
- (5) Preflight procedures; including the applicant's knowledge and performance of the following tasks—
- (i) Assembly.
 - (ii) Ground handling.
 - (iii) Preflight inspection.
 - (iv) Cockpit management.
 - (v) Visual signals.
- (6) Aerodrome operations and gliderport operations; including the applicant's knowledge and performance of the following tasks—
- (i) Radio communications.
 - (ii) Traffic patterns.
 - (iii) Aerodrome, runway, and taxiway signs, markings and lighting.
- (7) Launches- aero tow, including the applicant's knowledge and performance of the following tasks—
- (i) Before takeoff checks.
 - (ii) Normal and crosswind takeoff.
 - (iii) Maintaining tow positions.
 - (iv) Slack line.
 - (v) Boxing the wake.
 - (vi) Tow release.

- (vii) Abnormal occurrences.
- (8) Launches— ground tow (auto or winch), including the applicant's knowledge and performance of the following tasks—
 - (i) Before takeoff check.
 - (ii) Normal and crosswind takeoff.
 - (iii) Abnormal occurrences.
- (9) Launches— self-launch, including the applicant's knowledge and performance of the following tasks—
 - (i) Engine starting.
 - (ii) Taxiing.
 - (iii) Before takeoff check.
 - (iv) Normal and crosswind takeoff and climb.
 - (v) Engine shutdown in flight.
 - (vi) Abnormal occurrences.
- (10) Landings, including the applicant's knowledge and performance of the following tasks—
 - (i) Normal and cross wind landing.
 - (ii) Slips to landing.
 - (iii) Downwind landing.
- (11) Fundamentals of flight, including the applicant's knowledge and performance of the following tasks—
 - (i) Straight glides.
 - (ii) Turns to headings.
- (12) Performance airspeeds, including the applicant's knowledge and performance of the following tasks—
 - (i) Minimum sink airspeed.
 - (ii) Speed-to-fly.
- (13) Soaring techniques, including the applicant's knowledge and performance of the following tasks—
 - (i) Thermal soaring.
 - (ii) Ridge and slope soaring.
 - (iii) Wave soaring.
- (14) Performance manoeuvres, including the applicant's knowledge and performance of the following tasks—
 - (i) Steep turns
 - (ii) Recovery from a spiral dive.
- (15) Slow flight and stalls, including the applicant's knowledge and performance of the following tasks—

- (i) Manoeuvring at minimum control airspeed.
 - (ii) Stall recognition and recovery.
 - (iii) Spins.
- (16) Emergency operations, including the applicant's knowledge and performance of the following tasks—
- (i) Simulated off-aerodrome landing.
 - (ii) Emergency equipment and survival gear.
- (17) Post-flight procedures, including the applicant's knowledge and performance of the following tasks—
- (i) After-landing and securing.
- (g) **Flight Instructor for Instrument Ratings (A, H, and PL).** The skill test and proficiency for the flight instructor for instrument ratings – aeroplane, helicopter and powered-lift shall include at least the following areas of operation with CRM competencies applied and evident in all tasks appropriate to the category, and if applicable class, of aircraft:
- (1) Fundamentals of instructing; including the applicant's knowledge and performance of the following tasks—
- (i) The learning process.
 - (ii) Human behaviour and effective communication.
 - (iii) The teaching process.
 - (iv) Teaching methods.
 - (v) Critique and evaluation.
 - (vi) Flight instructor characteristics and responsibilities.
 - (vii) Planning instructional activity.
- (2) Technical subject areas; including the applicant's knowledge and performance of the following tasks—
- (i) Aircraft flight instruments and navigation equipment.
 - (ii) Aeromedical factors.
 - (iii) Regulations and publications related to IFR operations.
 - (iv) Logbook entries related to instrument instruction.
- (3) Preflight preparation; including the applicant's knowledge and performance of the following tasks—
- (i) Weather information.
 - (ii) Cross-country flight planning.
 - (iii) Instrument cockpit check.
- (4) Preflight lesson on a manoeuvre to be performed in flight; including the applicant's knowledge and performance of the following task—
- (i) Manoeuvre lesson.

- (5) Air traffic control clearances and procedures; including the applicant's knowledge and performance of the following tasks—
 - (i) Air traffic control clearances.
 - (ii) Compliance with departure, en-route and arrival procedures and clearances.
 - (6) Flight by reference to instruments; including the applicant's knowledge and performance of the following tasks—
 - (i) Straight-and-level flight.
 - (ii) Turns.
 - (iii) Change of airspeed in straight-and-level and turning flight.
 - (iv) Constant airspeed climbs and descents.
 - (v) Constant rate climbs and descents.
 - (vi) Timed turns to magnetic compass headings.
 - (vii) Steep turns.
 - (viii) Recovery from unusual flight altitudes.
 - (7) Navigation systems; including the applicant's knowledge and performance of the following tasks—
 - (i) Intercepting and tracking navigational systems and DME Arcs.
 - (ii) Holding procedures.
 - (8) Instrument approach procedures; including the applicant's knowledge and performance of the following tasks—
 - (i) Non-precision instrument approach.
 - (ii) Precision instrument approach.
 - (iii) Missed approach.
 - (iv) Circling approach (A).
 - (v) Landing from a straight-in approach.
 - (9) Emergency operations; including the applicant's knowledge and performance of the following tasks—
 - (i) Loss of communications.
 - (ii) Loss of gyro attitude and heading indicators.
 - (iii) Engine failure during straight-and-level flight and turns.
 - (iv) Instrument approach – one engine inoperative.
 - (10) Post-flight procedures; including the applicant's knowledge and performance of the following task—
 - (i) Checking instruments and equipment.
- (h) **Flight Instructor for Additional Type Ratings.** The skill test and proficiency checks for instructors for additional type ratings - aeroplane and helicopter shall include at least the following areas of operation:

- (1) Technical subject areas
 - (i) The content of the technical subject areas shall cover the areas as applicable to the aircraft class or type.
 - (ii) Flight simulator; including the applicant's knowledge and performance of the following tasks—
 - (A) Use of checklist, setting of radios/navigation aids.
 - (B) Starting engines.
 - (C) Takeoff checks.
 - (D) Instrument takeoff, transition to instruments after lift off.
 - (E) Engine failure during take-off between V1 and V2 (Aeroplane).
 - (F) Aborted takeoff prior to reaching V1 (A).
 - (G) High mach buffeting, specific flight characteristics (if necessary) (A).
 - (H) Takeoff with engine failure prior to TDP or DPATO or shortly after TDP or DPATO (Helicopter).
 - (I) Steep turns.
 - (J) Recovery from approach to stall/takeoff, clean landing configuration (Aeroplane).
 - (K) Instrument approach to required minimum decision height or minimum descent height/altitude, manual one engine simulated inoperative during approach and landing or go-around (Aeroplane).
 - (L) Instrument approach to required minimum decision height or minimum descent height/altitude, autopilot one engine simulated inoperative during approach and landing or go-around (Helicopter).
 - (M) Rejected landing and go-around.
 - (N) Crosswind landing.
 - (iii) Category II and III operations, if applicable; including the applicant's knowledge and performance of the following tasks—
 - (A) Precision approaches, automatic with auto-throttle and flight director go-around caused by aircraft or ground equipment deficiencies.
 - (B) Go-around caused by weather conditions.
 - (C) Go-around at DH caused by offset position from centreline.
 - (D) One of the CAT II/CAT III approaches must lead to a landing.
 - (iv) Aircraft; including the applicant's knowledge and performance of the following tasks—
 - (A) Familiarisation with controls during outside checks.
 - (B) Use of checklist, setting of radios and navigation aids, starting engines.
 - (C) Taxiing.
 - (D) Takeoff.

- (E) Engine failure during takeoff short after V₂, after reaching climb out attitude (Aeroplane).
- (F) Engine failure during takeoff short after TDP or DPATO after reaching climb out attitude (Helicopter).
- (G) Other emergency procedures (if necessary).
- (H) Instrument approaches to required minimum decision height, manual one engine out during approach and landing or go-around.
- (I) One engine simulated inoperative go-around from required minimum decision height.
- (J) One engine (critical) simulated inoperative landing.

IS 2.3.9.1 SKILL TEST FOR DPE / DCP

- (a) The skill test for initial designation of a DPE/DCP, issuance of additional designations, and renewal of DPE/DCP designations shall contain both the appropriate oral questioning and aircraft or flight simulation training device performance in accordance with the applicable skill test for the aircraft category, and or class/type ratings as applicable.
- (b) Methods of skill testing. The DCA inspector will choose one of the following methods to test a DPE/DCP pilot applicant. The methods are listed in order of preference but scheduling difficulties may preclude use of the preferred method of testing.
 - (1) DCA inspector evaluates the DPE/DCP applicant testing an actual pilot applicant for a licence or rating.
 - (i) The DCA will arrange for the DPE/DCP applicant to conduct a skill test for an actual pilot applicant for a licence or rating appropriate to the examiner designation sought, and the DCA inspector will observe the test from within the aircraft.
 - (ii) The DCA inspector will evaluate the DPE/DCP applicant's performance while the DPE/DCP applicant evaluates the pilot applicant.
 - (iii) Any discussion between the DPE/DCP applicant and the DCA inspector concerning the DPE/DCP applicant's performance with the pilot applicant will be held in private.
 - (iv) At the conclusion of the skill test for the actual pilot licence or rating:
 - (A) If the applicant has passed the skill test, the DPE/DCP applicant will fill out the appropriate documentation for the pilot applicant while the DCA inspector observes. The DCA inspector will sign any documentation needed.
 - (B) If the pilot applicant does not pass the skill test, the DCA inspector will complete and sign the appropriate document needed.
 - (2) DCA inspector playing the role of pilot applicant for a skill test.
 - (i) The DCA inspector will play the role of a pilot applicant for a skill test appropriate to the type of designation DPE/DCP applicant is seeking.

- (ii) If the DCA inspector answers a question incorrectly to test whether the DPE/DCP applicant recognises an incorrect answer, the incorrect response must be obviously wrong.
- (3) DCA inspector gives a flight skill test to the DPE/DCP applicant.
 - (i) The DCA inspector will test the DPE/DCP applicant on selected manoeuvres in order to assess the DPE/DCP applicant's flight proficiency and ability to evaluate a pilot applicant in accordance with the appropriate skill test.
 - (ii) The DCA inspector will evaluate the DPE/DCP applicant's plan of action for completeness and efficiency.

IS 2.4.1.3 DESIGNATED AVIATION MEDICAL EXAMINERS

- (a) Basic training in aviation medicine for DAMEs shall include at least the following:
 - (1) Basic training in aviation medicine.
 - (2) Physics of atmosphere and space.
 - (3) Basic aeronautical knowledge.
 - (4) Aviation Physiology.
 - (5) Ophthalmology.
 - (6) Otorinolaryngology.
 - (7) Cardiology and general medicine.
 - (8) Neurology.
 - (9) Psychiatry in aviation medicine.
 - (10) Psychology.
 - (11) Dentistry.
 - (12) Accidents, Escape and Survival.
 - (13) Legislation, rules and regulations.
 - (14) Air evacuation.
 - (15) Medicine and flying.
- (b) Advanced training in aviation medicine for DAMEs shall include the following:
 - (1) Pilot working environment.
 - (2) Aerospace physiology.
 - (3) Ophthalmology.
 - (4) Otorinolaryngology.
 - (5) Cardiology and general medicine.
 - (6) Neurology/Psychiatry.
 - (7) Human factors in aviation.
 - (8) Tropical medicine.

- (9) Hygiene.
- (10) Space medicine.

IS 2.4.1.8 MEDICAL CERTIFICATE

- (a) The following details shall appear on the medical certificate in the Roman alphabet:
 - (1) Name of State.
 - (2) Licence No.
 - (3) Name of holder in full;
 - (4) Medical certificate Class 1, 2, or 3.
 - (5) Issuing DCA.
 - (6) Validity.
 - (7) Limitations.
 - (8) Date of issue and signature of issuing officer.

CA 120

**Department of Civil Aviation Myanmar
MEDICAL CERTIFICATE**

Valid Until :
 Licence Number :
 I, the Undersigned, being a person approved by the
 Department of Civil Aviation Myanmar to issue
 Medical Certificate assess that
 Full Name :
 Meets the Standards for a CLASS
 Medical Certificate .
 Limatations :

 Singnature
 Name

 Date (of Signing)

Notes:

- 1. Holders of a class 1(one)medical certificate ,are also entitle for a class 2(two)medical validity,for those operations requiring only a class 2(two)medical certificate.
- 2. The Renewal of the Medical Certificate can be obtained in the period commencing one calendar month before expiry. The medical examination should be performed as early in the period as possible.
- 3. The following special examination(s) should be complped on or before the end of the month shown.
 - Electrocardiogram -
 - Chest X-ray -
 - Ultrasound -