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THE CIVIL AVIATION ACT,
(CAP. 80)

REGULATIONS

(Made under section 4)

THE CIVIL AVIATION (PERSONNEL LICENCING) (AMENDMENT) REGULATIONS, 2023

Citation

GN.No. 71
of 2017

Amendment of
Regulation 2

1. These Regulations may be cited as the Civil Aviation (Personnel Licencing) (Amendment) Regulations, 2023 and shall be read as one with the Civil Aviation (Personnel Licencing) Regulations, 2017 here in after referred to as the principal Regulations.

2. The principal Regulations are amended in Regulation 2, by-

(a) deleting the definition of the word “competency” and substituting for it the following:

“competency” means a dimension of human performance that is used to reliably predict successful performance on the job, manifested and observed through behaviors that mobilize the relevant knowledge, skills and attitudes to carry out activities or task under specified conditions.;

(b) adding in their appropriate alphabetical order the following definitions:

“error management” means the process of detecting errors and responding to them with countermeasures that reduce or eliminate the consequences of errors and mitigate the probability of further errors or

undesired states;

“pilot flying or PF” means the pilot whose primary task is to control and manage the flight path and the secondary tasks are to perform non-flight path related actions such as radio communications, aircraft systems, other operational activities and to monitor other crewmembers

“adopted competency” means a group of competencies with their associated description and performance criteria adopted from ICAO competency framework that an organization uses to develop competency-based training and assessment for a given role

“accredited medical conclusion” means the conclusion reached by one or more medical experts acceptable to the Authority for the purposes of the case concerned, in consultation with other experts as necessary

“appropriate airworthiness requirements” means the comprehensive and detailed airworthiness codes established, adopted or accepted by a contracting state for the class of aircraft, engine or propeller under consideration.

“automatic validation of a licence” means Rendering a licence provided for in valid pursuant to a formal agreement between Contracting States under common licensing regulations

“class Rating” means an allowance to fly a certain type of aircraft in group that require training common to all air craft in the group

“command and control (C2) link” mean the data link between the remotely piloted aircraft and the remote pilot station for the purposes of managing the flight;

“competency-based training and assessment” means training and assessment that are characterized by a performance orientation, emphasis on standards of performance and their measurement, and the development of training to the specified performance standards.

“conditions” means anything that may qualify a specific environment in which performance will be demonstrated.

“competency standard” means a level of performance that is defined as acceptable when assessing whether or not competency has been achieved.

“detect and avoid” means the capability to see, sense or detect conflicting traffic or other hazards and take the appropriate action

“discharge certificate” means a certificate given when a member of armed forces is released from their obligation to serve in the military

“equipment” means portion of a system that performs a function that contributes to a system output;

“flight time-remotely piloted aircraft system” means The total time from the moment a command and control (C2) link is established between the remote pilot station (RPS) and the remotely piloted aircraft (RPA) for the purpose of taking-off or from the movement the remote pilot receivers control following handover until the movement the remote pilot completes a handover or the C2 link between the RPS and the RPA is terminated at the end of the flight.

“integrated course” integrated training means carrying out all training of commercial pilot training on a full-time course at an approved training organization. It takes a student pilot from having zero hours flying time to holding a frozen ATPL in around 14-18 months. The training is intensive requiring complete commitment from start to finish

“qualification training” means job category related knowledge, attitude and skills appropriate to the discipline to be pursued;

“remote co-pilot” means a licensed remote pilot serving in any piloting capacity other than as remote pilot-in-command but excluding a remote pilot who is in the remote pilot station for the sole purpose of receiving flight instruction;

“remote flight crew member” means a licensed flight crew “remote pilot” means a person charged by the operator with duties essential to the operation of a remotely piloted aircraft and who manipulates the flight controls, as appropriate, during flight time; crew member charged with duties essential to the operation of a remotely piloted aircraft system during a flight duty period;

“remote pilot-in-command” means the remote pilot designated by the operator as being in command and charged with the safe conduct of a flight;

“remote pilot station or RPS” means the component of the remotely piloted aircraft system containing the equipment used to pilot the remotely piloted aircraft;

“remotely piloted aircraft or RPA” means an unmanned aircraft which is piloted from a remote pilot station;

“remotely piloted aircraft system or RPAS” means a remotely piloted aircraft, its associated remote pilot station or stations, the required command and control links and any other components as specified in the type design;

“rendering a licence valid or validation” means the action taken by the Authority, 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;

“rated Air Traffic Service Equipment Personnel or ATSEP” means air traffic personnel holding valid rating(s) appropriate to the privileges to be exercised;

“synthetic flight trainer” means any one of the following three types of apparatus in which flight conditions are simulated on the ground:

a basic instrument flight trainer, which is equipped with appropriate instruments, and which simulates the cockpit environment of an aircraft in flight in instrument flight conditions;

- (a) a synthetic flight trainer, which provides an accurate representation of the cockpit of a particular aircraft type to the extent that the mechanical, electrical or electronic aircraft systems control functions, the normal environment of flight crew members, and the performance and flight characteristics of that type of aircraft are realistically simulated;
- (b) a flight procedures trainer, which provides a realistic cockpit environment, and which simulates instrument responses, simple control

functions of mechanical, electrical, electronic, etc. aircraft systems, and the performance and flight characteristics of aircraft of a particular class;
“system” means one or more types of electronic equipment and ancillary devices functioning to provide a service;

Amendment of
regulation 4

3. The principal Regulations are amended in
Regulation 4, - by

(a) deleting subregulation (1) and substituting for
it the following:

“(1) These Regulations are
established for licensing of the following
personnel:

(a) flight crew:

(i) Student Pilot Licence
(SPL);

(ii) private pilot or PPL -
aeroplane, airship,
helicopter or powered-
lift;

(iii) commercial pilot
(CPL)-aeroplane,
airship, helicopter or
powered-lift;

(iv) multi-crew pilot (MPL)
- aeroplane;

(v) airline transport pilot
(ATPL)- aeroplane,
helicopter or powered-
lift

(vi) glider pilot;

(vii) free balloon pilot;

(viii) flight navigator;

(ix) flight engineer (FE);

(b) remote pilot for aeroplane,
airship, glider, rotorcraft,
powered-lift or free balloon;

and

- (c) other personnel:
 - (i) aircraft maintenance engineer licence ;
 - (ii) air traffic controller licence ;
 - (iii) flight operations officer licence;
 - (iv) flight radio telephone operator;
 - (v) aeronautical station operator;
 - (vi) ground instructor licence; and
 - (vii) cabin crew member certificate.

- (b) inserting the words “and certifictes” between the words “icences” and “issued” appearing subregulation (3).

Amendment of regulation 5

4. The principal Regulations are amended in regulation 5-

- (a) in sub regulation (1)(a), by deleting paragraph (f) and substituting for it the following:

“(f) instrument ratings in the following aircraft:

- (i) instrument-single engine aeroplane;
- (ii) instrument-multi engine aeroplane;
- (iii) instrument -single engine helicopter; and
- (iv) instrument-multi engine helicopter.

- (a) in sub regulation (2) by deleting the words “until 5 March 2022” appearing at the heading of paragraph (b) and substituting for

them the words “For the powered lift category;”

- (b) deleting subregulation(7) and substituting for it the following:

“(7)The Authority may issue the following ratings for air traffic controllers:

- (a) aerodrome control rating;
- (b) approach control procedural rating;
- (c) approach control surveillance rating;
- (d) approach precision radar control rating;
- (e) area control procedural rating; and area control surveillance rating.”

(e)by adding immediately after subregulation (8) the following:

“(9) The Authority may issue the following categories without type ratings for Aircraft Maintenance Engineer Licence:

- (a) Category A;
- (b) Category B1;
- (c) Category B2;
- (d) Category C

(10) The Authority may issue the specific or group type rating for Aircraft Maintenance Engineer Licence which may be granted for the following specific aircraft or engines:

- (a) A1 Fixed Wing -Aeroplane Turbine;
- (b) A2 Fixed wing -Aeroplane Piston;
- (c) A3 -Helicopters Turbine;
- (d) A4 -Helicopters -Piston;
- (e) B1.1- Fixed Wing -Aeroplane Turbine;
- (f) B1.2-Fixed wing -Aeroplane Piston;
- (g) B1.3-Helicopter -turbine;
- (h) B1.4- Helicopter -piston; and

(i) B2 Avionics - fitted to all aircraft

(11) The aircraft maintenance engineers licenses for category A, C, A & C, X and R shall not be renewed beyond March, 2027 and shall be converted by the Authority into the appropriate B1 or B2 category upon request by the applicant in accordance with the procedures prescribed by the Authority in the applicable technical guidance material

Amendment of regulation 7

5. The principal Regulations are amended in regulation 7(1) by adding immediately after paragraph (h) the following new paragraphs-

(i) flight operations officer instructor; and

(j) designated examiners.

Addition of regulation 6A

6. The principal Regulations are amended by adding immediately after regulation 6 the following:

Authority to act as a flight and remote flight crew member

6A.-(1) A person shall not act as a flight crew member of an aircraft or as a remote flight crew member of a Remotely Piloted Aircraft System unless he or she holds a valid licence issued by the Authority showing compliance with the specifications of these Regulations and appropriate to the duties to be performed by that person.

(2) All flight crew members and remote flight crew members shall carry their appropriate licences on board every aircraft engaged in international and domestic operations.

Rendering licence valid

6B.-(1) The Authority may render valid a licence issued by another State as an alternative to the issuance of

its own licence and shall after verification issue a certificate of validation to be carried with the foreign licence accepting it as the equivalent of its own licence.

(2) Where the Authority limits the authorization to specific privileges, the certificate of validation shall specify the privileges of the licence which are to be accepted as its equivalent.

(3) The duration of the validation shall not extend beyond the period of validity of the licence.

(4) The authorization ceases to be valid when the licence upon which it was issued is revoked or suspended.

“Rendering a licence valid pursuant to a formal agreement

6C.-(1) Notwithstanding the provisions in Regulations 10, the Authority shall automatically render valid a licence issued by another EAC Partner State provided that the States have:

- (a) adopted common licensing Regulations;
- (b) entered into a formal agreement recognizing the automatic validation process;
- (c) established a surveillance system to ensure the continuing implementation of the common licensing Regulations; and

(d) the agreement has been registered with ICAO pursuant to Article 83 of the Convention on International Civil Aviation.

(2) When issuing a licence subject to sub-regulation (1), the Authority shall endorse on the licence to render it automatically valid in the EAC Partner States under the agreement, quoting the ICAO registration number and shall include a list of all States that are party to the agreement.

(3) For the purpose of this Regulation,

(a) common licensing Regulations refers to a common licensing regulatory EAC Partner framework that:

(i) is legally binding and directly applicable to the EAC Partner States party to the agreement recognizing the automatic validation process; and

(ii) contains identical requirements for licence issuance, maintenance of competency and recent experience

(b) EAC Partner State Refers Republic of Burundi, Republic of Kenya, Republic of Uganda,

Republic of Rwanda and
South Sudan

- (4) Subject to the provision of sub-regulation (1), the following licences may be automatically rendered valid within the EAC Partner States:
- (a) flight crew licences
 - (b) aircraft maintenance engineers licences
 - (c) air traffic controller licences”.

Amendment of
regulation 9

7. The principal Regulations are amended in regulation 9 by deleting subregulation (13) and substituting for it the following:

“(13) A cabin crew member certificate shall be valid:

- (a) for a holder who is less than 40 years of age, from the date the certificate is issued or renewed by the Authority for a period of the remainder of the 24 four months validity of the holder’s medical certificate; or
- (b) for a holder who is 40 years of age or more, from the date the certificate is issued or renewed by the Authority for a period of the remainder of the 12 months validity of the holder’s medical certificate”.

Amendment of
regulation 11

8. The principal Regulations are amended in regulation 11(6) by deleting the word “twelve” appearing in paragraph (m) and substituting for it the words twenty

four”.

Amendment of
regulation 15

9. The principal Regulations are amended in regulation 15 by adding immediately after subregulation (5) the following new subregulations:-

“(6) A holder of Commercial Pilot Licencing or Airline Transport Pilot Licence who has attained the age of 65 years shall operate only under the privilege of a Private Pilot Licence”.

“(7) A holder of Licence under sub regulation (6) shall surrender the Licence to the Authority before granted a Private Pilot Licence”.

Addition of
regulation 15A

10. The principal Regulations are amended by adding immediately after regulation 15A the following:

“Approved
Trainings and
Approved Training
Organisations

15A.-(1)The Authority may approve training organizations which demonstrates compliance with the requirements of the Civil Aviation (Approved Training Organizations) Regulations and the relevant provisions contained in the Civil Aviation (safety Management) Regulations , to provide approved training leading to issuance of the personnel licences specified in these Regulations.

(2) Approved training for flight crew and air traffic controllers shall be conducted within an approved training organization.

(3) Competency-based approved training for the following personnel shall be conducted within an Approved Training Organization -

- (a) aircraft maintenance
- (b) remotely piloted aircraft

- systems maintenance
- (c) remote flight crew;
- (d) Air traffic Control,
- (e) Flight operations officer;
- and
- (f) Cabin crew member”.

Amendment of
regulation 16

11. The principal Regulations are amended in regulation 16(5) by deleting the words “one year” appearing between the words “be” and “provided” and substituting for them the words “three months”.

Amendment of
regulation 17

12. The principal Regulations are amended in regulation 17(1), by-

- (a) deleting the words “flight operations officer ” appearing in the opening phrase of subsection (1) and substituting for them the words “Private Pilot”.
- (b) deleting the words “flight operations officer ” appearing in the paragraph (c) and substituting for them the words “Private Pilot ”.
- (c) deleting paragraph (e) and substituting for them the following:
 - “(e) except as the Authority may decide otherwise, passes air law examination;
- (d) deleting the words” flight rules and procedures” appearing in paragraph(f)”;
- (e) adding immediately after paragraph (f) the following:
 - “(g)in addition to the requirement under subregulations (1) for non -national, a person shall have a proof of employment from a prospective air operator.”

Amendment of
regulation 18

13. The principal Regulations are amended in

regulation 18, by-

(a) deleting subregulation(1) and substituting for it the following :-

“Validation
Certificate

18.-(1) A person who holds a current , Private Pilot Licence with Instrument Rating, Commercial Pilot Licence with Instrument Rating, Commercial Pilot Licence, Multi Crew Pilot Licence, Airline Transport Licence or Flight Engineer privileges issued by another Contracting State may apply for and may be issued a validation certificate with the appropriate ratings if the applicant meet the following requirements:

- (a) is not under an order of revocation or suspension by the country that issued the licence;
- (b) holds a licence that does not contain an endorsement stating that the applicant has not met all of the standards of ICAO for that licence;
- (c) does not currently hold an pilot licence issued by the Authority;
- (d) holds a current Class 1 Medical Certificate issued by the contracting State that issued the licence;
- (e) demonstrates the ability to read, speak, write, and understand the English languages in accordance with the language proficiency requirements contained in the Second Schedule to these

Regulations;

(f) passes air law, examinations.

(g) for non -national, a person shall have a proof of employment from a prospective air operator.”

(2) deleting subsection (8) and substituting for it the following:

“(8) The Authority shall verify the authenticity of the licence, ratings and the medical certificate by contracting state that issued the licence prior to the issuance of the validation certificate.”

(3) adding immediately after sub regulation (8) the following new sub regulation:

“(9) Where the Authority finds it necessary, may require the applicant to undergo a skill test for the relevant licence and ratings sought to be validated, relevant to the privileges of the licence held.”

Amendment of regulation 21

14. The principal Regulations are amended in regulation 21, by-

(a) deleting the phrase “air traffic controller licence or aeronautical station operator licence” appearing in the opening phrase of subregulation(1); and

(b) adding immediately after paragraph (c) of subregulation(1) the following:

“(d) for non -national, a person shall have a proof of employment from a prospective air operator.”

(c) deleting paragraph (f) and (g) and substituting it with the following:

“(f) for Remote pilot licence (RPAS)

(i) An examination for the class 3 medical certificate;

(ii) The composite paper comprising air law, navigation and charts, meteorology, radiotelephony, RPAS general and flight performance, operating procedures and management system performance

(d) adding immediately after subregulation (10) the following:

“(11) The validity of the knowledge test results for an applicant for conversion of a pilot licence shall be as follows ;

(a) For PPL – six (6) months after passing the knowledge test.

(b) For CPL – six (6) months after passing the knowledge test.

(c) For ATPL – six (6) months after passing the knowledge test

(d) For RPAS - six (6) months after passing the knowledge test.

(12) The Authority shall verify the authenticity of the foreign licence, ratings and authorisations presented for conversion with the state of issuance upon receiving from the applicant.

Amendment of
regulation 22

15. The principal Regulations are amended in regulation 22, by

(a) - adding immediately after paragraph (d) the following:

“(e) for non -national, a person shall have a proof of employment from a prospective air operator.”

(b) adding immediately after subregulation (9) the following:

“(10) The validity of the knowledge test results for an applicant for conversion of a flight engineer licence shall be six months after passing the knowledge test.

Amendment of
regulation 23

16. The principal Regulations are amended in subregulation 23(1) by adding immediately after paragraph(c) the following:

“(d) for non -national, a person shall have a proof of employment from a prospective air operator.”

Amendment of
regulation 24

17. The principal Regulations are amended in subregulation 24(1) by adding immediately after paragraph(b) the following:

“(c) for non -national, a person shall have a proof of employment from a prospective air operator”.

Amendment of
regulation 36

18. The principal Regulations are amended in regulation 36(2), by-

(a) deleting paragraph (a) and substituting for it the following:

“(a) be at least sixteen years of age”;

(b) deleting paragraph (b); and

(c) renumbering paragraphs(c) and (d) as

paragraphs (b) and (c) respectively.

(d) adding immediately after paragraph (c) as renumbered the following:

“(d) have attained at least a pass of grade D obtained from CSEE on all of the subjects namely Physics (or Engineering Science), Basic Mathematics, Geography and English”.

Amendment of regulation 38

19. The principal Regulations are amended in regulation 38, by-

“(a) deleting subregulation (4) and substituting for it the the following:

(4) A holder of a Student Pilot Licence shall not operate an aircraft in solo flight without a supervision of authorized instructor unless that student pilot has received within the ninety days preceding the date of the flight an endorsement made in the student’s logbook from an authorized instructor for the specific model of aircraft to be flown”.

(b) adding immediately after sub regulation (5) the following:

“(6) In prescribing the Licence requirements, the Authority shall ensure that, the privileges granted would not permit student pilots to constitute a hazard to air navigation.”

Amendment of regulation 42

20. The principal Regulations are amended in regulation 42 (1), by-

“(a) deleting paragraph (vi) appearing in subregulation (1)(g);and

(a) adding immediately after paragraph (h) the following:

“(i) principle of flight.”

Amendment of regulation 45

21. The principal Regulations are amended in

regulation 45 by adding immediately after subregulation (9) the following:

“(10) The private pilot licence holder before operating an aircraft during the night shall receive dual instructions within the appropriate category of aircraft in night flying which includes take-off, landing and navigation.”

Amendment of regulation 50

23. The principal Regulations are amended in regulation 50, by-

(a) deleting figure “10” appearing in paragraph (a) and substituting for it figure “20”;

(b) adding immediately after paragraph (c) the following:

“(d) an applicant for CPL applying for initial licence examinations from approved training organization shall obtain not less than 140 hours flight time if completed during an integrated course of approved training provided under the Civil Aviation (Approved Training Organisation)

(c) adding immediately after subregulation (5) the following new subregulation:

“(6) An applicant for Commercial Pilot Licence Glider category shall;

(a) have completed not less than 6 hours of flight time as a pilot including 2 hours of solo flight time during which not less than 20 launches and landings have been performed as the case may be; and

(b) where passengers are to be carried, the licence holder should have completed not less than 10 hours of flight time as a pilot of gliders.

Amendment of regulation 61

24 The principal Regulations are amended by

deleting regulation 61 and substituting for it the following:

“Aeronautical knowledge requirements for Multi-Crew Pilot Licence

61.-(1) The applicant for a Multi Crew Pilot Licence shall meet the requirements specified in the airline transport pilot licence appropriate to the aeroplane category in an approved training course.

(2) The applicant shall demonstrate the underpinning skills required for the approved adapted competency model prescribed by the Authority as a pilot flying and pilot monitoring, to the level required to perform as a co-pilot of turbine-powered aeroplanes certificated for operation within a minimum crew of at least 2 pilots under VFR and IFR,

(3) Subject to subregulation (2), training in the underpinning knowledge shall be fully integrated with the training of the underpinning skill requirements”.

Amendment of regulation 62

25. The principal Regulations are amended in regulation 62 by deleting sub regulation (2) and substituting for it the following:

“(2) The applicant shall have received dual flight instruction in order to achieve final competency standard in all competencies of approved competency model for the issue of the Multi crew pilot licence.”

Amendment of regulation 76

26. The principal Regulations are amended in

regulation 76, by-

- (a) in paragraph (b) by deleting the word “autopilot” appearing at the end of item (i) and substituting for it the word “automation”
- (b) in paragraph (f) by, -
 - deleting the words “ radio navigation aids” appearing at the end of item (i) and substituting for them the words “navigation system”.
 - (i) deleting the words “ radio navigation aids” appearing at the end of item (ii) and substituting for them the words “navigation source”

Amendment of regulation 103

27.The principal Regulations are amended in regulation 103 by deleting sub regulation (2) and substituting with the following: -

“(2) The applicant shall have undergone the actual control of air traffic under the supervision of an appropriately air traffic controller on the job training instructor and acquired experience for the rating sought as specified in regulation 104.”

Amendment of regulation 105

28 .The principal Regulations are amended in regulation 105-

- (a) in sub regulation (1) by-
 - (i) inserting the words “on the job training instructor” between the words “controller” and “and”.
 - (ii) inserting the word “procedural” between the words “control” and “rating” appearing in paragraph (b);
 - (iii) deleting the word “radar” appearing in paragraph (c) and substituting for it the word “surveillance”
 - (iv) inserting the word “procedural” between the words “control” and “rating” appearing in paragraph

(e);and

(v) deleting the word “radar” appearing paragraph (f) and substituting for it the word “surveillance”

(b) By adding immediately after sub regulation (3) the following new sub regulation “(4) An air traffic controller acting as an Air Traffic controller on the Job training instructor shall hold an appropriate rating and be qualified as an Air Traffic controller on the Job training instructor”.

Amendment of regulation 106

29. The principal Regulations are amended in regulation 106(2), by-

(a) inserting the word “ procedural” between the words “ “control” and “rating” appearing in paragraph (b);

(b) deleting the word “radar” wherever it appears in that subregulation and substituting for it the word “surveillance”

Amendment of regulation 107

30. The principal Regulations are amended in regulation 107(1) by-

(a) inserting the word “ procedural” between the words “ “control” and “rating” appearing in paragraph (b); and

(b) deleting the word “radar” appearing in paragraph (c) substituting for it the word “surveillance”

(c) inserting the word “ procedural” between the words “ “control” and “rating” appearing in paragraph (e);

Amendment of regulation 112

31. The principal Regulations are amended in regulation 12 .by-

(a) redesignating the content of that regulation as subregulation (1); and

(b) adding immediately after the redesignated subregulation (1) the following:

“(2) For lapsed ATC licence

renewal the applicant must undergo an OJT for at least 30 days by authorised OJT Instructor and submit a training report endorsed by the operator. The applicant must also hold a class 3 medical certificate when applying for renewal.

Amendment of
Regulation 113

32. The principal Regulations are amended in regulation 113 by adding immediately after sub regulation (4) the following new sub regulations:-

“(5) A holder of a ground instructor licence shall not perform the duties of a ground instructor unless within the 12 preceding months, the person has served for 3 months as a ground instructor.

(6) A holder of a ground instructor licence shall not conduct training under a rating unless he holds”.

(a) a valid pilot licence with the applicable category and class rating and flight instructor rating;

(b) if appropriate, a type-rating; and

(c) for instrument flight training or for training for a type rating not limited to visual flight rules, an appropriate instrument rating on his pilot licence and flight instructor rating.”

Addition of
regulation 113A

33. The principal Regulations are amended by

adding immediately after regulation 113 as follows:-

“Flight Stimulator
Instructor

113A.-(1) An Applicant for Flight Simulator Instructor authorization shall hold a professional pilot licence having instructional experience to apply for authorisation to provide flight instruction on flight simulation training device, provided that, the applicant has at least one year experience as instructor in flight simulation training device

(2) Subject to sub regulation (1), the applicant shall have demonstrated the ability to instruct in those areas in which instruction is to be given through a skill test in the category, class and type of aircraft for which instructor authorisation privileges are sought.

(3) The holder of an authorisation shall include instruction in a flight simulation training device for the issue of a class or type rating in the appropriate aircraft category

(4) The validity period of an instructor authorisation for flight simulation training is one year and subject to renewal.

(5) A holder of a flight simulator instructor authorization may apply for renewal within ninety days subject to successful completion of a proficiency check.

(6) Where the authorisation has expired beyond ninety days, the

applicant shall complete refresher training and successfully pass a proficiency check on the simulator applicable category and class or type of aircraft for which instructor authorisation privileges are sought”.

Amendment of Regulation 116

34. The principal Regulations are amended by deleting regulation 116 and substituting with the following: -

“Renewal requirement

(1) The applicant for a ground instructor licence shall apply for renewal within 90 days before the expiry of the Licence.

(2) Subject to sub regulation (1), the Applicant shall provide to the Authority satisfactory evidence of serving as a ground instructor at least 3 months within the past 12 months.

(3) where the ground instructor licence has lapsed beyond 90 days, the applicant shall apply for re-issue, having completed an appropriate refresher training acceptable to the Authority and shall be re-tested to demonstrate proficiency with the instructor requirements prescribed in these Regulations.

(4) holder of a ground instructor licence shall undergo a refresher training course for a period not exceeding 5 years”.

Amendment of regulation 118

35 The principal Regulations are amended by deleting subregulation (1) and substituting with the following: -

“ (1) An applicant for a flight operations officer licence shall pass a knowledge test covering the following areas-

(a) air law-

(i) rules and regulations relevant for operational control and the holder of a flight operations officer licence; appropriate air traffic services practices and procedures;

(b) aircraft general knowledge;

(i) principles of operation of aeroplane powerplants, systems and instruments;

(ii) operating limitations of aeroplanes and powerplants; and

(c) flight performance calculation and planning procedures-

(i) effects of loading and mass distribution on aircraft performance and flight characteristics; mass and balance calculations;

(ii) operational flight planning, fuel consumption and endurance calculations, alternate airport selection procedures, en-route control and extended range operation;

(iii) preparation and filing

- of air traffic services
flight plans; and
- (iv) basic principles of
computer assisted
planning systems.
- (v) take off performance
including field
length, climb and
obstacle criteria and
limitation;
- (vi) cruise performance
including minimum
altitudes,
decompression/engin
e out/gear down
scenario planning;
- (d) human performance-
 - (i) human performance
relevant to dispatch
operational control
duties
 - (ii) aeronautical
meteorology
 - (iii) interpretation and
application of
aeronautical
meteorological
reports
- (e) navigation principles of air
navigation with particular
reference to instrument
flight;
- (f) operational procedures
 - (i) use of aeronautical
documentation; and
standard operating
procedure;
 - (ii) operational
procedures for the
carriage of freight

- and dangerous goods;
- (iii) procedures relating to aircraft accidents and incidents and emergency flight procedures; and
- (iv) procedures relating to unlawful interference and sabotage of aircraft;
- (g) principles of flight principles of flight relating to the appropriate category of aircraft; and
 - (i) radio communication-
 - (ii) procedures for communicating with aircraft and relevant ground stations.”

Amendment of regulation 119

36. The principal Regulations are amended in regulation 119(1), by-

- (a) deleting item (ii) of paragraph (a) and substituting for it the following:

“(ii) a meteorologist in an organization providing operational control to aircraft in air transportation”

- (b) adding immediately after paragraph (c) the following:

“(d) at least two years as an assistant in the dispatching of air transport.”

Amendment of regulation 120

37. The principal Regulations are amended by deleting regulation 120 and substituting with the following: -

“Skill Requirement 120.-The applicant shall demonstrate the ability to:

- (a) identify and retrieve aeronautical data and other information relevant for the analysis of operational situations and risks;
- (b) identify and evaluate the risk factors and the possible consequences for flight operations;
- (c) identify and evaluate actions considering risk, the effect on flight safety and regularity of the operation;
- (d) determine an appropriate course of action based on the responsibilities and policies described in the operation manuals;
- (e) apply appropriate standard and non-standard procedures from the operations manual for the initiation, planning, continuation, diversion or termination of flights in the interest of safety of the aircraft, regularity and efficiency of the operation;
- (f) make an accurate and operationally acceptable weather analysis;
- (g) provide an operationally valid briefing on weather conditions of a specific air route; forecast weather trends applicable to air transportation with particular reference to destination and alternates; and
- (h) identify and apply operational limitations and

minimums in relation to the weather, aircraft status and appropriate navigation procedures;

Amendment of regulation 122

38. The principal Regulations are amended in regulation 122, by-

(a) redesignating the content of that regulation as subregulation(1); and

(b) adding immediately after the redesignated subregulation(1) the following:

“(2) Notwithstanding the provision of sub-regulation (1), a holder of a flight operations officer’s licence shall undergo refresher training after a period not exceeding 2 years.

(3) If the Flight operations officer’s licence has expired, the applicant shall have received a refresher training acceptable by the Authority”.

Amendment of regulation 123

39. The principal Regulations are amended in regulation 123(1) by adding immediately after paragraph (d) the following:

“(e) technical background knowledge related to science subjects in Mathematics, physics”

Addition of regulation 125A

40. The principal Regulations are amended by adding immediately after regulation 125 the following:

125A.-(1)An applicant for an aircraft maintenance engineer’s licence shall, not later than March, 2027, have acquired: the following

(a) *For category A and subcategories B1.2 and*

B1.4:

- (i) 4 3 years of practical maintenance experience on operating aircraft where the applicant has no previous relevant technical training in aircraft maintenance, provided the experience is gained in an AMO; or
- (ii) 2 years of practical maintenance experience on operating aircraft and completion of training as a skilled worker in a technical trade applicable to the licence sought; or
- (iii) 1 year of practical maintenance experience on operating aircraft and completion of an approved basic training course.

(b) *For category B2 and subcategories B1.1 and B1.3:*

- (i) 5 years of practical maintenance experience on operating aircraft where the applicant has no previous relevant technical training provided the experience is gained in an AMO; or
- (ii) 3 years of practical maintenance experience on operating aircraft and completion of training as a skilled

- worker in a technical trade applicable to the licence sought; or
- (iii) 2 years of practical maintenance experience on operating aircraft and completion of an approved basic training course.
- (c) *For category C with respect to large or complex aircraft:*
- (i) 3 years of experience exercising category B1.1, B1.3 or B2 privileges on large aircraft or as B1.1, B1.3 or B2 maintenance personnel working on large aircraft, or, a combination of both; or
- (ii) 5 years of experience exercising category B1.2 or B1.4 privileges on large aircraft or as B1.2 or B1.4 maintenance personnel working on large aircraft, or, a combination of both.
- (d) *For category C with respect to aircraft other than large or complex aircraft*
- 3 years of experience exercising category B1 or B2 privileges on aircraft other than large aircraft or as B1 or B2 maintenance personnel working on aircraft other than

large aircraft, or a combination of both.

(e) *For category C obtained through the academic route:*

an academic degree in a technical discipline applicable to the licence sought from a recognized university, and 3 years of experience working in a civil aircraft maintenance environment on a representative selection of tasks directly associated with aircraft maintenance, including 6 months of observation of base maintenance tasks.

(2) An applicant for an additional category or subcategory to an aircraft maintenance engineer's licence shall have a minimum civil aircraft maintenance experience requirement appropriate to the additional category or subcategory of licence applied for as specified by the Authority.

(3) An applicant for categories A, B1 and B2 shall have practical experience relevant to maintenance tasks on operating aircraft and acceptable to the Authority..

(4) An applicant for category A and subcategories B1.2 and B1.4 shall have at least 1 year of the required practical maintenance experience, including recent maintenance

experience on aircraft of the category or subcategory for which the initial aircraft maintenance licence is sought.

(5) An applicant of category B2 and subcategories B1.1 and B1.3, shall have at least 2 years of the required practical maintenance experience, including recent maintenance experience on aircraft of the category or subcategory for which the initial aircraft maintenance licence is sought.

(6) For an applicant of subsequent category or subcategory addition to an existing aircraft maintenance licence, the entire duration of maintenance experience as required by these Regulations.

(7) Subject to sub-regulation (6) the required practical maintenance experience shall be dependent upon the difference between the licence category or subcategory held and applied for and all recent practical maintenance experience shall be demonstrated in a manner acceptable to the Authority.

(8) For an applicant of category C having gone through the academic route, the 6 months of observation of base maintenance tasks shall be demonstrated in a manner acceptable to the Authority

(9) Notwithstanding sub-

regulation (1) (a), aircraft maintenance experience gained outside a civil aircraft maintenance environment may be accepted by the Authority when satisfied that such experience is equivalent to that specified in the applicable technical guidance materials and additional recent practical maintenance experience on the maintenance of civil aircraft shall be required to ensure understanding of the civil aircraft maintenance environment”.

Amendment of regulation 143

41.The principal Regulations are amended in regulation 143, by-

- (a) redesignating the content of that regulation as subregulation(1);
- (b) deleting the words “ every twelve months” appearing in the redesignated subregulation (1);
- (c) adding immediately after the redesignated subregulation (1) the following:

“(2) If the Cabin Crew Certificate has expired, the applicant shall have received a refresher training acceptable by the Authority.

Amendment of regulation 144

42.The principal Regulations are amended in regulation 144-

- (a) in sub regulation (1)(a) by deleting item (i) and substituting with the following: -
“(i) Commercial Pilot Licence: aeroplanes, helicopters, airship and powered-lift;”
- (b) by deleting sub regulation (1) (b) and substituting with the following: -

- (b) Class 2 applies to applicants for or holders of:
 - (i) commercial Pilot Licence: lighter-than-air and glider;
 - (ii) private Pilot Licence: aeroplanes, helicopters, glider, airship and powered lift;
 - (i) Student Pilot Licence: for all aircraft and powered-lift; and;
 - (iv) cabin crew member certificate.
- (c) By deleting the word “shall” appearing at sub regulation (2) between the word “that” and “include” and substituting with the words “as a minimum”;
- (d) By adding immediately after sub regulation (3), the following new sub regulation: -
“(4) The Authority shall implement appropriate aviation-related health promotion for licence holders subject to a Medical Assessment to reduce future medical risks to flight safety.”

Amendment of Regulation 145

43. The principal Regulations are amended in regulation 145 by deleting sub regulation (3) and substituting with the following-

“(3) A medical examiner shall undergo refresher training course after every five years.”

Amendment of Regulation 146

44. The principal Regulations are amended in regulation 146 by deleting sub regulation (4) and substituting with the following-

“(4) Medical assessors shall receive refresher training course after every 3 years.”

Amendment of Regulation 148

45. The principal Regulations are amended in regulation 148 (1) by deleting paragraph (a) and substituting with the following: -

“(a) Sign and furnish the medical examiner with a personally certified statement of: -

- (i) medical facts concerning personal, familial and hereditary history that is complete and accurate as the applicant’s knowledge permits; and

(ii) a declaration stating whether they have previously undergone such an examination and, if so, the date, place and result of the last examination.”

Amendment of Regulation 151

46. The principal Regulations are amended in regulation 151 by renumbering sub regulation (1), (2), (2), (3), (4) and (5) as regulation (1), (2), ((3), (4), (5) and (6) accordingly: -

Amendment of Regulation 153

47.. The principal Regulations are amended in regulation 153 (2) by deleting the word “Authority” appearing between the word “the” and “or” and substituting with the word “Medical Assessor”

Amendment of Regulation 166

48. The principal Regulations are amended in regulation 166 by deleting sub regulation (3) and substituting with the following:-

“(3) An applicant failing to obtain a satisfactory score in such a test may nevertheless be assessed as fit provided the applicant is able to readily and correctly identify aviation coloured lights used in air navigation.”

Amendment of Regulation 168

49. The principal Regulations are amended in regulation 168 by renumbering sub regulation (5), (6) and (7) as regulation (4), (5) and (6) accordingly: -

Amendment of Regulation 171

50. The principal Regulations are amended by deleting regulation 171 and substituting with the following: -

“Electrocardiography
Examinational

“171. (1) Electrocardiography shall form part of the heart examination for the first issue of a medical certificate for the purpose of case finding.

(2) The electrocardiography conducted under sub regulation (1), does not provide sufficient evidence to

justify disqualification without further thorough cardiovascular investigation.

(3) Electrocardiography should be included in re-examinations of applicants between the ages of thirty and fifty not less frequently than every two years, except for applicant above the age of fifty and Class 1 medical certificate which shall be conducted annually”.

The principal Regulations are amended by adding immeadeately after regulation 50 the following:

PART XIV

LICENCES AND RATINGS FOR REMOTE PILOTS

Addition of
Regulation 208

“General
licensing
specification

51A. - (1) A person shall not act either as remote pilot-in-command or remote co-pilot of an RPA in any of the following RPA categories unless that person is the holder of a remote pilot licence issued in accordance with these Regulations and the relevant provisions of the Civil Aviation (Remotely Piloted Aircraft Systems) Regulations:

- (a) Aeroplane;
- (b) Airship;
- (c) Glider;
- (d) Rotorcraft;
- (e) powered-lift;
- (f) free balloon

(2) An applicant who meets the requirements of this

Regulation shall have the specific RPA category rating endorsed on his licence.

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

(4) An applicant for any remote pilot licence or rating shall demonstrate, to the Authority sufficient knowledge and skill related to the applicable remote pilot licence as prescribed in the technical guidance material

(5) A person may be considered to have satisfied the conditions in sub regulation (1) if that person holds or has held:

- (a) a flight crew licence; or
- (b) a military qualification equivalent to a flight crew licence; or
- (c) a foreign remote pilot licence and qualification equivalent to the licence issued under these Regulations and the applicable Civil Aviation (Remotely Piloted Aircraft Systems) Regulations.
- (d) an air traffic controllers licence or a military

qualification equivalent to an air traffic control licence.

Addition of Regulation 209

“Eligibility requirements

52A -(1) An applicant for remote pilot licence shall be at least 18 years of age.

(2) The applicant shall hold:

(i) a current class 3 medical certificate for students; or

(ii) a current class 1

(3) An applicant for remote pilot licence may be required to hold a Class 1 medical certificate as specified in these regulations based on his or her work environment and responsibilities in the context of a specific RPAS application.

(4) Demonstrate the ability to speak, and understand the English language in accordance with the language proficiency requirements contained in these Regulations;

(5) The applicant for remote pilot licence shall have completed:

(a) the remote pilot training approved by the Authority in the operation of the any of the RPA categories listed in sub paragraph (1); or

(b) training in the operation of the category he or she seeks to be licenced conducted by the RPA

- manufacturer or an agent of the manufacturer; or
- (c) a flight test conducted by the Authority for the purposes of this regulation; and has demonstrated the competencies required for the safe operation of the applicable type of RPA and associated RPA control station under standard RPA operating conditions specified in the applicable RPA Regulations; and
- (d) has demonstrated the competencies required for the safe operation of the applicable type of RPA and associated RPA control station, under standard RPA operating conditions specified in the applicable RPA Regulations.
- (6) An applicant for a remote pilot certificate shall pass a skill test to demonstrate the ability to perform, as remote PIC of the appropriate RPA category and associated remote pilot systems or RPS, the relevant procedures and manoeuvres with the competency appropriate to the privileges granted”.

Addition of
Regulation 210

“Category
ratings

53A (1) The Authority shall endorse a remote pilot licence

with any category rating as specified in these Regulations provided the applicant:

- (a) has completed the remote pilot training approved by the Authority in the operation of the category being sought; or
- (b) training in the operation of the category he or she seeks to be licenced conducted by the RPA manufacturer or an agent of the manufacturer; or
- (c) a flight test conducted by the Authority for the purposes of this regulation; and
- (d) has demonstrated the competencies required for the safe operation of the applicable type and associated RPA control station, under standard operating conditions specified in the relevant Civil Aviation (Remotely Piloted Aircraft Systems) Regulations.

(2) A holder of a remote pilot licence seeking additional category ratings shall meet the requirements of these Regulations regarding RPAS appropriate to the privileges for which the additional category rating is sought.

(3) An applicant for a remote pilot licence shall pass a skill

test to demonstrate the ability to perform, as remote PIC of the appropriate RPA category and associated remote pilot systems or RPS, the relevant procedures and manoeuvres with the competency appropriate to the privileges granted”.

Addition of
Regulation 211

s

“Class and type
rating

54A (1) When an applicant demonstrates competencies for the initial issue of a remote pilot licence, the ratings appropriate to the category, class or type of RPA and associated RPS used in the demonstration shall be endorsed on that remote pilot licence.

(2) The levels of performance to be achieved to operate the class or type of RPA for which the ratings are issued shall be determined as prescribed in the applicable technical guidance material

(3) A holder of a remote pilot licence shall not act either as remote pilot-in-command or as remote co-pilot of an RPA and associated RPS unless the holder has received authorization as follows

(a) the appropriate class rating specified in these Regulations; and

(b) the appropriate type rating

(4) When a type rating is issued limiting the privileges

to act as remote co-pilot, or limiting the privileges to act as remote pilot only during the cruise phase of the flight, such limitation shall be endorsed on the licence.

(5) When a class rating is issued limiting the licence holder to act as remote pilot only during the cruise phase of the flight, such limitation shall be endorsed on the licence.

(6) For the purpose of training, testing, or specific special purpose non-revenue flights, special authorization may be provided in writing to the remote pilot licence holder by the Authority in place of issuing the class or type rating in accordance with the specification prescribed by the Authority.

(7) The authorization in sub regulation (4) shall be limited in validity to the time needed to complete the specific flight”.

Addition of
Regulation 212

“Skill
Requirements
for the class
and type
ratings

55A (1) The applicant shall have demonstrated the competencies required for the safe operations of an RPA of the class for which the rating is sought.

(2) The applicant shall have:

(a) gained, under appropriate supervision, experience in the applicable type of

Remote Pilot Aircraft and associated Remote Pilot Systems or Flight Simulation Training Device in the following:

- (i) normal flight procedures and manoeuvres during all phases of flight;
- (ii) abnormal and emergency procedures and manoeuvres in the event of failures and malfunctions of equipment, such as engine, C2 link, systems and airframe;
- (iii) instrument procedures, including instrument approach, missed approach and landing procedures under normal, abnormal and emergency conditions, including simulated engine failure; and
- (iv) for the issue of an aeroplane category type rating, upset prevention and recovery training.
- (v) procedures for

crew
incapacitation and
crew coordination
including
allocation of
remote pilot tasks;
crew cooperation
and use of
checklists

(b) demonstrated the
competencies required for
the safe operation of the
applicable type of RPA
and associated RPS and
demonstrated C2 link
management skills,
relevant to the duties of a
remote pilot-in-command
or a remote co-pilot as
applicable”.

Addition of
Regulation 212

“Use of a flight
simulation
training device
or FSTD for
acquisition of
experience and
demonstration
of
competencies

56A. The use of a FSTD for
acquiring the experience or
performing any manoeuvre
required during the
demonstration of
competencies for the issue of
a remote pilot licence or
rating shall be approved by
the Authority, which shall
ensure that the FSTD used is
appropriate to the task”.

Addition of
regulation 213

“Requirements
for
authorization
to conduct
remote pilot
licence
training.

57A. -(1) The Authority,
having issued a remote pilot
licence, shall not permit the
holder thereof to carry out
remote pilot licence training
required for the issue of a
remote pilot licence or rating,

unless such holder has received proper authorization from such State.

(2) Proper authorization shall comprise:

(a) an RPAS instructor rating on the holder's remote pilot licence; or

(b) the authority to act as an agent of an approved training organization authorized by the Authority to carry out remote pilot licence training; or

(c) a specific authorization granted by the Contracting State which issued the remote pilot licence

(3) The Authority shall not permit a person to carry out remote pilot licence training on a FSTD required for the issue of a remote pilot licence or rating unless such person holds or has held an appropriate remote pilot licence or has appropriate RPAS training and flight experience and has received proper authorization from such State.

Addition of
Regulation 214

"Crediting of
RPAS flight
time

58A. (1) A student remote pilot shall be credited in full with all solo and dual instruction RPAS flight time towards the total flight time required for the initial issue of

a remote pilot licence

(2) The holder of a remote pilot licence shall be credited in full with all dual instruction RPAS flight time towards the total RPAS flight time required for a remote pilot-in-command upgrade.

(3) The holder of a remote pilot licence shall be credited in full with all solo or dual instruction RPAS flight time, in a new category of RPA or for obtaining a new rating, towards the total RPAS flight time required for that rating.

(4) The holder of a remote pilot licence, when acting as remote co-pilot of an RPA certificated for operation by a single remote pilot but required by the Authority to be operated with a remote co-pilot, shall be credited with not more than 50 per cent of the remote co-pilot RPAS flight time towards the total RPAS flight time required for a remote pilot-in-command upgrade.

(5) The Authority shall credit RPAS flight time in full towards the total RPAS flight time required if the RPAS is equipped to be operated by a remote co-pilot and is operated in a multi-crew operation.

(6) an RPA certificated to be operated with a remote co-

pilot, shall be credited in full with this RPAS flight time towards the total RPAS flight time required for a remote pilot-in-command upgrade. The holder of a remote pilot licence, when acting as remote co-pilot of.

(7) The holder of a remote pilot licence, when acting as remote pilot-in-command under supervision, shall be credited in full with this RPAS flight time towards the total RPAS flight time required for a remote pilot-in-command upgrade.

(8) The holder of a remote pilot licence applying for a new rating shall be credited with RPAS flight time experience after determining the extent of experience acceptability as prescribed in the applicable technical guidance material.

(9) An applicant who meets the requirement of these Regulations shall be credited towards the requirements for theoretical knowledge instruction and examination requirements for the remote pilot certificate in accordance with the guidelines specified in the applicable technical guidance material”.

Addition of
Regulation 215

“Privileges and
the conditions
to be observed

59A. -(1) Subject to
compliance with the

in exercising
such privileges

requirements specified in these Regulations, the privileges of the holder of a remote pilot licence shall be:

- (a) to act as remote pilot-in-command of an RPA and associated RPS, certificated for remote single-pilot operation;
- (b) to act as remote co-pilot of an RPA and associated RPS, required to be operated with a remote co-pilot;
- (c) to act as a remote pilot-in-command of an RPA and the associated RPS, required to be operated with a remote co-pilot; and
- (d) to act either as remote pilot-in-command or as remote co-pilot of an RPAS under IFR.

(2) A holder of a remote pilot licence holder shall not exercise the privileges of the licence at night, unless he or she has received dual instruction in an RPA and the associated RPS in night flying, including take-off, landing and navigation”.

Addition of
Regulation 216

“Curtailement of
privileges for
remote pilots

60A. A holder of a Remote Pilot Licence who complies with these Regulations and the relevant Civil Aviation (Remote pilot Aircraft Systems) Regulations shall

exercise the privileges of his licence provided he holds a valid medical certificate appropriate to the privileges of the licence”.

Student remote pilot

Addition of
Regulation 217

“Student
remote pilot

61A. (1) To be eligible for issue of Student Remote Pilot an applicant shall:

- (a) be at least 18 years of age;
- (b) have the ability to read, speak and understand English language; and
- (c) possess a valid class 3 medical certificate issued under these Regulations

(2) A student remote pilot shall not fly an RPA solo unless under the supervision of, or with the authority of, an authorized RPAS instructor.

(3) A student remote pilot shall not fly an RPA solo on international RPAS operations unless by special or general arrangement between the States concerned”.

Addition of
Regulation 218

“General
requirements for
the issue of the
remote pilot
licence -
knowledge and
skill

62A. (1) The applicant shall demonstrate a level of knowledge and skills appropriate to the privileges granted to the holder of a remote pilot licence and appropriate to the category of RPA and associated RPS

intended to be included in the remote pilot licence as follows:

Knowledge:

- (a) Air law
 - (i) rules and regulations relevant to the holder of a remote pilot licence;
 - (ii) rules of the air;
 - (iii) appropriate air traffic services practices and procedures;
 - (iv) rules and regulations relevant to flight under IFR; and
 - (v) related air traffic services practices and procedures.
- (b) General RPAS knowledge
 - (i) principles of operation and the functioning of engines, systems and instruments;
 - (ii) operating limitations of the relevant category of RPA and engines;
 - (iii) relevant operational information from the flight manual or other

- appropriate document;
- (iv) use and serviceability checks of equipment and systems of appropriate RPA;
- (v) maintenance procedures for airframes, systems and engines of appropriate RPA;
- (vi) for rotorcraft and powered-lifts, transmission or power trains where applicable;
- (vii) use, limitation and serviceability of avionics, electronic devices and instruments necessary for the control and navigation of an RPA under IFR and in instrument meteorological conditions;
- (viii) flight instruments;
- (ix) gyroscopic instruments, operational limits and precession effects; practices and procedures in the event of

- malfunctions of various flight instruments;
- (x) for airships, physical properties and practical application of gases;
- (c) RPS general knowledge
 - (i) principles of operation and function of systems and instruments;
 - (ii) use and serviceability checks of equipment and systems of appropriate RPS;
 - (iii) procedures in the event of malfunctions;
 - (iv) C2 link general knowledge- different types of C2 links and their operating characteristics and limitations;
 - (v) use and serviceability checks of C2 link system
 - (vi) procedures in the event of C2 link malfunction;
 - (vii) detect and avoid capabilities

- for RPAS;
- (d) Flight performance, planning and loading:
 - (i) effects of loading and mass distribution on RPA handling, flight characteristics and performance;
 - (ii) mass and balance calculations;
 - (iii) use and practical application of take-off, landing and other performance data;
 - (iv) pre-flight and en-route flight planning appropriate to RPAS operations under IFR;
 - (v) preparation and submission of air traffic services flight plans under IFR;
 - (vi) appropriate air traffic services procedures; altimeter setting procedures;
 - (viii) in the case of airships, rotorcraft and powered-lifts, effects of external loading on handling.
- (e) Human performance

Human performance relevant to RPAS and instrument flight, including principles of threat and error management or TEM.

(f) Meteorology:

(i) interpretation and application of aeronautical meteorological reports, charts and forecasts;

(ii) use of, and procedures for obtaining, meteorological information, pre-flight and in-flight; altimetry

(iii) aeronautical meteorology

(iv) climatology of relevant areas with respect to the elements having an effect on aviation;

(v) the movement of pressure systems, the structure of fronts, and the origin and characteristics of significant weather phenomena which affect take-off, en-route and landing

- conditions;
 - (vi) causes, recognition and effects of icing;
 - (vii) frontal zone penetration procedures; hazardous weather avoidance;
 - (viii) in the case of rotorcraft and powered-lifts, effects of rotor icing
 - (ix) in the case of high-altitude operations, practical high-altitude meteorology, including interpretation and use of weathers reports, charts and forecasts;
 - (x) jet streams.
- (g) Navigation:
- (i) air navigation, including the use of aeronautical charts, instruments and navigation aids;
 - (ii) an understanding of the principles and characteristics of appropriate navigation systems;
 - (iii) operation of RPAS equipment

- (iv) use, limitation and serviceability of avionics and instruments necessary for control and navigation;
 - (v) use, accuracy and reliability of navigation systems used in departure, en-route, approach and landing phases of flight;
 - (vi) identification of radio navigation aids;
 - (vii) principles and characteristics of self-contained and external-referenced navigation systems;
 - (viii) operation of RPAS equipment.
- (h) Operational procedures:
- (i) application of TEM to operational performance;
 - (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) altimeter setting procedures;
- (iv) appropriate precautionary and emergency procedures;
- (v) safety practices associated with flight under IFR;
- (vi) obstacle clearance criteria;
- (vii) operational procedures for carriage of freight;
- (viii) potential hazards associated with dangerous goods and their management;
- (ix) requirements and practices for safety briefings to remote flight crew members;
- (x) in the case of rotorcraft, and where applicable, powered-lifts, settling with power;
- (xi) ground resonance;
- (xii) retreating blade stall;
- (xiii) dynamic rollover and other operating hazards;
- (xiv) safety procedures, associated with

- flight in VMC;
- (xv) operational procedures for handovers and coordination;
- (xvi) operational procedures for normal and abnormal C2 link operations;
- (i) Principles of flight.
- (j) Radiotelephony:
 - (i) communication procedures and phraseology; and
 - (ii) action to be taken in case of communication failure

(2) *Skill:*

The applicant shall have demonstrated all the competencies of the adapted competency model approved by the Authority at the level required, to act as remote pilot in command of an RPAS operation within the appropriate category of RPA and associated RPS.

(3) Where the privileges of the remote pilot are to be sought on a multi-engine RPA, the applicant shall have demonstrated the ability to operate under IFR with degraded propulsion capabilities”.

Addition of
Regulation 219

Specific
requirements for

63A. The applicant shall

	the issue of remote pilot licence - Experience	have gained experience during training in operating the RPA and associated RPS to successfully demonstrate the competencies required by these Regulations.
Addition of Regulation 220	“Remote pilot licence training	64A. (1) An applicant for a remote pilot licence, shall have completed an approved training course in the Approved Training Organization (2) The training in sub-regulation (1) shall be competency-based and, where applicable, conducted in a multi-crew operational environment. (3) During the training, the applicant shall have acquired the competencies and underpinning skills required for performing as a remote pilot of an RPA certificated for operation under IFR. (4) The applicant shall have received dual remote pilot licence training in an RPA and associated RPS, sought from an authorized RPAS instructor. (5) The authorized RPAS instructor shall ensure that the applicant gains operational experience in all phases of flight and the entire operating envelope of an RPAS, including abnormal and emergency conditions,

upset prevention and recovery training for the categories concerned, as well as IFR operations.

(6) Where the privileges of the remote pilot are to be exercised on a multi-engine RPA, the applicant shall have received dual instrument remote pilot licence training in a multi-engine RPA within the appropriate category from an authorized RPAS instructor.

(7) The authorized RPAS instructor shall ensure that the applicant has attained operational experience in the operation of the RPA within the appropriate category with engines inoperative or simulated inoperative”.

RPAS instructor rating

Addition of
Regulation 221

“Requirements
for the issue of
RPAS instructor
rating or
authorization

65A. (1) An applicant for RPAS instructor rating or authorization shall demonstrate the ability to effectively assess trainees against the adapted competency model used in the approved training programme.

(2) The applicant shall successfully complete the instructor training and meet the qualifications of an RPAS instructor appropriate to the delivery of

competency-based training programmes.

(3) The RPAS instructor training programme shall focus on the development of competence in the following specific areas:

- (a) the adapted competency model of the remote pilot training programme according to the defined grading system used by the RPAS operator or approved training organization;
- (b) in accordance with the assessment and grading system of the RPAS operator or approved training organization, making assessments by observing behaviours; gathering objective evidence regarding the observable behaviours of the adapted competency model used;
- (c) recognizing and highlighting performance that meets competency standards;
- (d) determining root causes for deviations below the expected standards of performance; and
- (e) Identifying situations that could result in unacceptable reductions in safety margins.

(4) The applicant shall have met the competency requirements for the issue of a remote pilot licence as appropriate to the category of RPA and associated RPS.

(5) In addition, the applicant shall have demonstrated a level of competency appropriate to the privileges granted to the holder of an RPAS instructor rating, as follows

- (a) techniques of applied instruction;
- (b) assessment of student performance in those subjects in which ground instruction is given;
- (c) the learning process;
- (d) elements of effective teaching;
- (e) competency-based training principles, including student assessments;
- (f) evaluation of the training programme effectiveness;
- (g) lesson planning;
- (h) classroom instructional

- techniques;
- (i) use of training aids, including FSTDs as appropriate;
- (j) analysis and correction of student errors;
- (k) human performance relevant to RPAS, instrument flight and remote pilot licence training, including principles of threat and error management or TEM; and
- (l) hazards involved in simulating system failures and malfunctions in the aircraft”.

Addition of Regulation 222

“Skill and experience requirements

66A. (1) The applicant shall have successfully performed a formal competency assessment, prior to conducting instruction and assessment within a competency-based training programme.

(2) The competency assessment shall be conducted during a practical training session in the category of RPA and associated RPS for which RPAS instructor

privileges are sought, including pre-flight, post-flight and ground instruction as appropriate.

(3) The competency assessment shall be conducted by a person authorized by the Authority.

(4) The applicant shall have met the requirements for the issue of a remote pilot licence, shall maintain competencies and meet the recent experience requirements for the licence.

(5) The applicant shall have sufficient training and experience to attain the required level of proficiency in all of the required tasks, manoeuvres, operations and principles, and methods of instruction required by these Regulations”.

Addition of
Regulation 222

“Remote pilot
instructor
training.

67A. -(1) The applicant shall, under the supervision of an RPAS instructor authorized by the Authority for that purpose:

(2) Have received training in RPAS instructional techniques including demonstration, student practices, recognition and correction of common student errors; and

(3) Have practiced instructional techniques in those flight manoeuvres and

procedures in which it is intended to provide remote pilot licence train in”.

Addition of
Regulation 223

Privileges of the holder of the rating and the conditions to be observed in exercising such privileges

68A. (1) Subject to compliance with the requirements specified in Regulation 21 and 129, the privileges of the holder of an RPAS instructor rating shall be:

- (a) to supervise solo flights by student remote pilots; and
- (b) to carry out remote pilot licence training for the issue of a remote pilot licence and an RPAS instructor rating provided that the RPAS instructor:
 - (i) holds at least the remote pilot licence and rating for which instruction is being given, in the appropriate RPA category and associated RPS;
 - (ii) holds the remote pilot licence and rating necessary to act as the remote pilot-in-command of the RPA category and associated RPS on which the instruction is given; and

(iii)has the RPAS instructor privileges granted endorsed on the remote pilot licence

(2) Where the applicant seeks authorization to carry out remote pilot training in a multi crew operational environment, he or she shall have met all the applicable instructor qualification requirements.

Amendment of Third Schedule

69. The principal Regulations are amended in the Third Schedule by deleting the cited regulation 59 and substituting with regulation 61.

Amendment of Fifth Schedule

70. The principal Regulations are amended by deleting the Fifth Schedule and substituting it with the following new Schedule:

FIFTH SCHEDULE

OFFENCES AND PENALTIES

(Regulation 205(8) and (9))

REG. NO	TITLE	Part
11(1)	Validity of Licences	A
12(1)	Decrease in medical fitness	A
15(1)	Curtailment of privileges of pilots	A
35(3), (4),(6),(7)	General requirements for pilot licences, ratings and authorisations	A
37(1)	Solo flight requirements	A
38(2) and (4)	Privileges and limitations	B
45(1)	PPL: Privileges and limitations	A

Civil Aviation (Personnel Licencing) (Amendment)

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58(2)(3), (4)	ATPL: Privileges and limitations.	A
68(1)	Type ratings	A
71	Night rating: general eligibility requirements.	A
75(1)	Instrument rating: general eligibility requirements	A
85	Trainee Records	A
88(2)(3),(4),(5)(6)	Flight instructor: limitations and qualifications	A
93	Flight engineer: licences and ratings required	A
101(1)	ATC: Required licences and ratings or qualifications	A
106(1)	ATC: Privileges and limitations	A
107(1)	Privileges of ATC ratings	A
109	ATC: Maximum working hours	A
110	Responsibilities over fatigue	A
111(2),(3)	Prohibition of unlicensed air traffic controllers	A
131	ARS: Privileges and limitations	A
132	ARS: Display of authorisation	A
133	ARS: surrender of authorisation	A
138(2)(3)	CCMC; Required certificate, ratings and qualifications.	A
139	General eligibility requirements.	A
149(1)(2)	Aviation medical examiner submission of signed medical evaluation report.	A
150(1)(2)(3)(4)	Issue of medical certificate	A
152(1)(2)	Medical confidentiality	A
156	Prohibition of medical certification	A
157	Medical requirements.	A
167(1)	Ear and related structures	A
169(1)(2)(3)	Cardiovascular: genera	A
170(1)(2)	Blood pressure and circulation	A
172(1)(2)	Neurological requirements	A
173(1)(2)(3)(4)(5)(6)(7)	Respiratory capability	A
175(1)(2)	Vestibular apparatus	A
176	Bones, muscles and tendons	A
177	Endocrine system	A
178	Diabetic applicant	A
179(1)(2)	Gastrointestinal and digestive tract.	A
180(1)(2)(3)	Kidneys and urinary tract.	A
191(1)(2)(3)(4)	Use of psychoactive substances.	A
192(1)(2)(3)(4)	Drug and alcohol testing and reporting.	A

Dodoma,
11th May, 2023

MAKAME M. MBARAWA,
Minister for Works and Transport