

## 2.3.6 AIRLINE TRANSPORT PILOT LICENSE

### 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 authorized instructor on the following subjects appropriate to the privileges of the ATPL and to the category of aircraft intended to be included on the license:
- (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 and planning:
    - (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;

- (v) Human performance;
  - (vi) Human performance relevant to the appropriate aircraft category;
  - (vii) Principles of threat and error management;
- (4) 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 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;
  - (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;
- (5) 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;
- (6) Operation 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;
- (7) Principles of flight:
- (i) Principles of flight relating to the appropriate aircraft category;

- (8) 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 (c) 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 of these regulations, 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 2.3.6.3](#) and [IS 2.6.3.5](#), 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 judgement 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 license is 5 years. For renewal of the license see 2.2.4 of these regulations.

### **2.3.6.2 EXPERIENCE AND FLIGHT INSTRUCTION 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:

(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 Authority;

(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 Authority;

(iii) 75 hours of instrument time, of which not more than 30 hours may be instrument ground

time; and

- (iv) 100 hours of night flight as PIC or as co-pilot.
  - (2) Holders of a CPL(H) will be credited with 50% of their helicopter 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 2.3.6.3](#).
  - (4) 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.

### **2.3.6.3 ATPL SKILL TEST—AEROPLANE CATEGORY**

- (a) The skill test requirements for the airline transport pilot license is included in [IS 2.3.6.3](#).

### **2.3.6.4 EXPERIENCE AND FLIGHT INSTRUCTION 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 Authority;
  - (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 Authority;
  - (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 2.3.6.5](#).
- (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.

### **2.3.6.5 ATPL SKILL TEST—HELICOPTER CATEGORY**

- (a) The skill test requirements for the airline transport pilot license for helicopters is included in [IS 2.3.6.5](#).

### **2.3.6.6 EXPERIENCE AND FLIGHT INSTRUCTION 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 Authority 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 Authority.
  - (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 Authority.
  - (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 Authority 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.

### **2.3.6.7 ATPL SKILL TEST—POWERED-LIFT CATEGORY**

RESERVED

## **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 to the level of license 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:
  - (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) Operation 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.
  - (ii) As listed in [IS 2.3.7.3](#).
- (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 2.3.7.3](#).

(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 2.3.7.3](#).

(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 2.3.7.3](#).

### **2.3.7.2 EXPERIENCE AND FLIGHT INSTRUCTION FOR THE IR**

(a) Experience.

(1) The applicant for an IR shall hold a pilot license 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 Authority, 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 2.3.7.3](#) 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 judgement 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 2.3.7.3](#), if the privileges of the instrument rating are to be exercised on such aircraft.

### **2.3.7.3 INSTRUMENT RATING—SKILL TEST AND PROFICIENCY CHECK**

- (a) The skill test and proficiency check for the instrument rating is included in [IS 2.3.7.3](#),

## **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 licenses, 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 licenses, ratings and authorisations are issued under this part:
  - (i) Flight Instructor license;
  - (ii) Ground Instructor license, with basic or advanced ratings; and
  - (iii) Instructor Authorisation for Synthetic Flight Training.

### **2.3.8.2 FLIGHT INSTRUCTOR LICENSE**

- (a) Age. The applicant for a flight instructor license shall be of the appropriate age for the underlying license to be held.
- (b) Medical Fitness. The applicant for a flight instructor license 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 and commercial pilot license 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 of these regulations.

- (d) Experience. The applicant shall hold a license 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 license 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 license 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 license in the helicopter category – hold either a CPL or ATPL helicopter category and any applicable class or type rating;
  - (4) For an instructor license in the balloon category – hold a CPL balloon category with applicable class rating;
  - (5) For an instructor license in the airship category – hold a CPL airship category and any applicable ratings;
  - (6) For an instructor license in the glider category – hold a CPL glider category and any applicable ratings; and
  - (7) For an instructor instrument rating license– 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 license sought on the areas of operation in [IS 2.3.8.3](#) 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 license and rating sought, and used in accordance with an approved course at an ATO certified under Part 3 of these regulations.
- (g) Privileges, limitations and qualifications.
- (1) A flight instructor is authorised within the limitations of that person's flight instructor license, and pilot license and ratings, to give training and endorsements that are required for, and relate to:
    - (i) A student pilot authorisation;
    - (ii) A pilot license;
    - (iii) A flight instructor license;
    - (iv) A ground instructor license;
    - (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 an instructor license is 2 years.
- (i) Renewal. A flight instructor license 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 license; or
  - (ii) An additional flight instructor rating; or
- (2) Presents to an Authority 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 license 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 9 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 license.
- (3) If a flight instructor accomplishes the renewal requirements within the 90 days preceding the expiration month of his or her flight instructor license—
  - (i) The Authority shall consider that the flight instructor accomplished the renewal requirement in the month due; and
  - (ii) The Authority 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 of these Regulations.

(j) Reissue. If the instructor license has expired, the applicant shall:

- (1) Have received refresher training from an authorized 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 licenses. An applicant for an additional flight instructor license shall meet the requirements listed in 2.3.8.2 of these regulations 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 license 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 license 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 license and ratings. A flight instructor may not conduct flight training in any aircraft for which the flight instructor does not hold a pilot license and flight instructor license 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 license.
- (4) Limitations on endorsements. A flight instructor may not endorse the following:
- (i) Student pilot's license 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 Authorisation 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 Authorisation 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) of these regulations; 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) of these regulations.
- (5) Training in a multiengine aeroplane or a helicopter. A flight instructor may not give training required for the issuance of a license 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 license unless that flight instructor—
    - (A) Holds a current ground or flight instructor license with the appropriate rating, has held that license for at least 24 months, and has given at least 40 hours of ground training; or
    - (B) Holds a current ground or flight instructor license with the appropriate rating, and has given at least 100 hours of ground training in a course which has been approved by the Authority.
    - (C) Meet the requirements for fundamentals of knowledge instruction prescribed in 2.2.6 of these regulations.

(D) For training in preparation for an aeroplane or helicopter rating, has given at least 200 hours of flight training as a flight instructor.

(E) 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 license, rating, flight review, authorisation, operating privilege, skill test, or knowledge test that is required by Part 2 of these regulations.

(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.

### **2.3.8.3 FLIGHT INSTRUCTOR: SKILL TEST AND PROFICIENCY CHECK**

(a) 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 2.3.8.3](#).

### **2.3.8.4 INSTRUCTOR AUTHORISATION FOR FLIGHT SIMULATION TRAINING**

(a) Current and former holders of professional pilot licenses, 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 synthetic flight trainers.

(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 synthetic flight training instruction 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.

### **2.3.8.5 GROUND INSTRUCTOR AUTHORISATION**

(a) Age. The applicant for a ground instructor license 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 license and ratings below as applicable—

(i) For a basic rating, the knowledge for a student and private pilot license 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 of these regulations

(c) Privileges. The holder of a ground instructor license may exercise the privileges appropriate to the license and rating held.

(1) A person who holds a ground instructor license 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 license 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 license.
- (2) A person who holds a ground instructor license with an advanced rating is authorised to provide—
  - (i) Ground training in the aeronautical knowledge areas required for the issuance of any license or rating;
  - (ii) Ground training required for any flight review; and
  - (iii) A recommendation for a knowledge test required for the issuance of any license.
- (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 license is authorised, within the limitations of the license and ratings on the ground instructor license, 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.
  - (1) The holder of a ground instructor license may not perform the duties of a ground instructor unless, within the preceding 12 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**

### **2.3.9.1 GENERAL REQUIREMENTS**

- (a) Age. An applicant for a designated pilot examiner shall be at least 21 years of age.
- (b) Medical. An applicant for a designated pilot examiner shall have a Class 1 medical certificate.
- (c) General Eligibility. An applicant for a designated pilot examiner shall:
  - (1) Hold at least the license and/or class/type ratings as applicable for which examining authority is sought;
  - (2) Hold at least the flight instructor ratings for which examining authority 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 license/ratings that have never been revoked for falsification or forgery.
- (d) Knowledge: The applicant for a designated pilot examiner 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 designated pilot examiner shall pass a skill test conducted by an inspector of the Authority who holds a current and valid license with appropriate category, and if applicable class and type ratings, in the areas of operation contained in [IS 2.3.9.2](#).
- (f) Maintaining currency. After designation, a designated pilot examiner shall maintain currency by:

- (1) Attending initial and recurrent training provided by the Authority, and
- (2) Maintain a current and valid:
  - (i) Pilot license, and if applicable, class/type ratings appropriate to the designation;
  - (ii) Flight instructor license 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 license and rating(s) as listed on the designated pilot examiner's certificate of designation and identification card.
- (h) Validity. Subject to compliance with the requirements specified in this Part, the validity period of an examiner's designation is 3 years.
- (i) Renewal.
  - (1) Renewal will be at the discretion of the Authority.
  - (2) An applicant for renewal shall pass the appropriate skill test on the areas of operation listed in [IS 2.3.9.2](#).
- (j) Additional designations. When the Authority deems it necessary for a designated pilot examiner to receive additional designations, the designated pilot examiner:
  - (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.

### **2.3.9.2 SKILL TEST FOR DESIGNATED PILOT EXAMINERS**

- (a) The requirements for the designation of a pilot examiner are included in [IS 2.3.9.2](#).

### **2.3.9.3 EXPERIENCE REQUIREMENTS FOR PRIVATE PILOT EXAMINER (PPE)**

- (a) Experience: PPE—Aeroplane Category. The applicant shall have at least:
  - (1) A CPL(A), appropriate class rating(s) and in IR(A);
  - (2) A valid flight instructor license with an aeroplane category and appropriate class rating(s).
  - (3) 2,000 hours as PIC which includes at least:
    - (i) 1,000 hours in aeroplanes, of which 300 hours were accrued within the past year;
    - (ii) 300 hours in the class of airplane for which the designation is sought; and
    - (iii) 100 hours in aeroplanes at night.
  - (4) 500 hours as a flight instructor in aeroplanes which includes at least 100 hours of flight instruction given in the class of aeroplane appropriate to the designation sought.
- (b) Experience: PPE—Helicopter Category. The applicant shall have at least:
  - (1) A CPL(H), appropriate class rating(s).
  - (2) A valid flight instructor license with a helicopter category and appropriate class rating(s).
  - (3) 1,000 hours as PIC which includes at least:
    - (i) 500 hours in helicopters, of which 100 hours were accrued within the past year; and
    - (ii) 250 hours in helicopters as appropriate for the designation sought.
  - (4) 200 hours as a flight instructor in helicopters, as appropriate for the designation sought.
- (c) Experience: PPE—Powered-Lift Category. The applicant shall have at least:
  - (1) A CPL powered-lift category with an instrument powered-lift rating.
  - (2) A valid flight instructor license with a powered-lift category.
  - (3) 2,000 hours as PIC which includes at least:

- (i) 1,000 hours in powered-lift, of which 300 hours were accrued within the past year; and
  - (ii) 100 hours in powered-lift at night.
- (4) 500 hours as a flight instructor in powered-lift.
- (d) Experience: PPE—Airship Category. The applicant shall have at least:
  - (1) A CPL airship category and any applicable class rating(s).
  - (2) A valid flight instructor license with an airship category and any applicable class rating(s).
  - (3) 1,000 hours as PIC which includes at least:
    - (i) 500 hours in airships, of which 200 hours were accrued within the past year; and
    - (ii) 50 hours in airships at night.
  - (4) 100 hours as a flight instructor in airships.
- (e) Experience: PPE—Balloon Category. The applicant shall have at least:
  - (1) A CPL balloon category and applicable class rating(s).
  - (2) A valid flight instructor license with a balloon category and appropriate class rating(s).
  - (3) 200 hours as PIC which includes at least:
    - (i) 100 hours in balloons; and
    - (ii) 20 hours in balloons in the class for which the designation is sought within the past year, including 10 flights in balloons of at least 30 minutes duration each.
  - (4) 50 hours as a flight instructor in balloons in the class for which the designation is sought, of which 10 hours were accrued within the past year.
- (f) Experience: PPE—Glider Category. The applicant shall have at least:
  - (1) A CPL glider category rating.
  - (2) A valid flight instructor license with a glider category rating.
  - (3) 500 hours as PIC which includes at least:
    - (i) 200 hours in gliders; and
    - (ii) 10 hours in gliders within the past year that includes at least 10 flights in gliders.
  - (4) 100 hours as a flight instructor in gliders.

#### **2.3.9.4 EXPERIENCE REQUIREMENTS FOR COMMERCIAL AND INSTRUMENT RATING PILOT EXAMINER (CIRE)**

- (a) Experience: CIRE—Aeroplane Category. The examiner applicant shall have at least:
  - (1) A commercial pilot license 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 shall include at least:
    - (i) 1,000 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) 100 hours of instrument flight time in actual or simulated conditions; and
    - (v) For authority to conduct skill tests in large or turbine-powered aeroplanes—
      - (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 shall include at least:
  - (i) 100 hours of flight instruction given in the class of aeroplane applicable to the designation sought; and
  - (ii) 250 hours of instrument flight instruction, of which 200 hours were given in aeroplanes.
- (b) Experience: CIRE—Helicopter Category. The examiner applicant shall have at least:
  - (1) A commercial pilot license with a helicopter category rating, appropriate class rating(s) and an Instrument –Helicopter rating.
  - (2) A valid flight instructor license with a helicopter category rating, the appropriate class rating(s) and an Instrument-Helicopter rating.
  - (3) 2,000 hours as PIC, which shall include at least:
    - (i) 500 hours in helicopters, of which 100 hours were accrued within the past year.
    - (ii) 500 hours in the class of aeroplane for which the designation is sought.
    - (iii) 100 hours if instrument flight time in actual or simulated conditions.
    - (iv) For authority to conduct skill tests in large or turbine-powered aeroplanes—
      - (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.
    - (v) 250 hours as a flight instructor in helicopters, which include at least—
      - (A) 100 hours of flight instruction given in the helicopters; and
      - (B) 50 hours of instrument flight instruction in helicopters.
- (c) Experience: CIRE—Powered-Lift Category. The examiner applicant shall have at least:
  - (1) A commercial pilot license 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 shall include at least:
    - (i) 1,000 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 authority 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.
- (d) 500 hours as a flight instructor in powered-lifts, which shall include at least:
  - (1) 250 hours of instrument flight instruction, of which 200 hours were given in powered-lifts.

### **2.3.9.5 EXPERIENCE REQUIREMENTS FOR COMMERCIAL PILOT EXAMINERS (CE)**

- (a) Experience: CE—Helicopter Category. The examiner applicant shall have at least:
  - (1) A commercial pilot license with a helicopter category rating.
  - (2) A valid flight instructor certificate with a helicopter category rating.
  - (3) 2,000 hours as PIC, which shall include at least:

- (i) 500 hours in helicopters, of which 100 hours were accrued within the past year;
  - (ii) For authority 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 shall include at least:
    - (i) 50 hours of instrument flight instruction in helicopters.
- (b) Experience: CE—Airship Category. The applicant shall have at least:
  - (1) A CPL with airship category rating and any applicable class rating(s);
  - (2) A valid flight instructor license with an airship category and any applicable class rating(s).
  - (3) 1,000 hours as PIC which includes at least:
    - (i) 500 hours in airships, of which 200 hours were accrued within the past year; and
    - (ii) 50 hours in airships at night.
  - (4) 100 hours as a flight instructor in airships.
- (c) Experience: CE—Balloon Category. The applicant shall have at least:
  - (1) A CPL balloon category and applicable class rating(s).
  - (2) A valid flight instructor license with a balloon category and applicable class rating(s).
  - (3) 200 hours as PIC which shall include at least:
    - (i) 100 hours in balloons; and
    - (ii) 20 hours in balloons in the class for which the designation is sought within the past year including 10 flights in balloons of at least 30 minutes duration each.
  - (4) Held a commercial pilot license with balloon category rating and applicable class rating for at least 1 year prior to designation.
  - (5) 50 hours as a flight instructor in balloons in the class for which the designation is sought, of which 10 hours were accrued within the past year.
- (d) Experience: CE—Glider Category. The applicant shall have at least:
  - (1) A CPL with glider category rating.
  - (2) A valid flight instructor license with a glider category rating.
  - (3) 500 hours as PIC which includes at least:
    - (i) 250 hours in gliders; and
    - (ii) 20 hours in gliders within the past year that includes at least 50 flights in gliders.
  - (4) 200 hours as a flight instructor, including 100 hours of flight instruction given in gliders.

### **2.3.9.6 EXPERIENCE REQUIREMENTS FOR AIRLINE TRANSPORT PILOT (ATPL) EXAMINERS (ATPE)**

- (a) Experience: ATPE—Aeroplane Category. The examiner applicant shall have at least:
  - (1) An ATPL 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 shall include 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 authority to conduct skill tests in large or turbine-powered aeroplanes:
  - (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 shall 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: ATPE—Helicopter Category. The examiner applicant shall have at least:
  - (1) An ATPL 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 shall include at least:
    - (i) 1,200 hours in helicopters, of which 100 hours were accrued within the past year;
    - (ii) 100 hours if instrument flight time in actual or simulated conditions; and
    - (iii) For authority 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: ATPE—Powered-Lift Category. The examiner applicant shall have at least:
  - (1) An ATPL 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 shall include 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 if instrument flight time in actual or simulated conditions; and
    - (iv) For authority 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 shall 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.

### **2.3.9.7 EXPERIENCE REQUIREMENTS FOR FLIGHT INSTRUCTOR EXAMINER (FIE)**

(a) The examiner applicant shall have at least:

(1) The requirements for a commercial examiner or a commercial instrument rating examiner 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.