



MALDIVES CIVIL AVIATION AUTHORITY
Republic of Maldives

MALDIVES CIVIL AVIATION REGULATIONS

MCAR-AIR CREW

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IV - INTRODUCTION

MALDIVIAN CIVIL AVIATION REGULATIONS – AIRCREW

MALDIVIAN CIVIL AVIATION AUTHORITY REGULATIONS - AIRCREW (MCAR - Aircrew) of 1 January 2014 laying down technical requirements and administrative procedures related to civil aviation aircrew pursuant to Maldivian Civil Aviation Act No 2/2001 of the Republic of Maldives

Having regard to Maldivian Civil Aviation Act No 2/2001 of the Republic of Maldives on common rules in the field of civil aviation,

Whereas:

- (1) Maldivian Civil Aviation Act No 2/2001 of the Republic of Maldives aims at establishing and maintaining a high uniform level of civil aviation safety in the Maldives. The Maldivian Civil Aviation Regulation provides for the means of achieving that objective and other objectives in the field of civil aviation safety.
- (2) Pilots involved in the operation of certain aircraft, as well as flight simulation training devices, persons and organisations involved in training, testing or checking of those pilots, have to comply with the relevant essential requirements set out in this Regulation. Accordingly pilots as well as persons and organisations involved in their training should be certified once they have been found to comply with essential requirements.
- (3) Similarly, pilots should be issued with a medical certificate and aero-medical examiners, responsible for assessing the medical fitness of pilots, should be certified once they have been found to comply with the relevant essential requirements. However, this Regulation envisages the possibility of general medical practitioners to act as aero-medical examiners under certain conditions and if permitted under national law.
- (4) Cabin crew involved in the operation of certain aircraft have to comply with the relevant essential requirements set out in this Regulation. Accordingly cabin crew should be periodically assessed for medical fitness to safely exercise their assigned safety duties. Compliance must be shown by an appropriate assessment based on aero-medical best practice.
- (5) Maldivian Civil Aviation Act No 2/2001 of the Republic of Maldives requires the Maldives Civil Aviation Authority to adopt the necessary implementing rules for establishing the conditions for certifying pilots, cabin crew as well as persons involved in their training, testing or checking and for the assessment of their medical fitness.
- (6) The requirements and procedures for the conversion of existing licences should be laid down, to ensure that they are allowed to perform their activities under harmonised conditions; flight test qualifications should also be converted in accordance with this Regulation.
- (7) It should be possible to accept licences issued by third countries where a level of safety equivalent to that specified by this Regulation can be guaranteed; Conditions for the acceptance of licences issued by third countries should be laid down.
- (8) In order to ensure that training commenced before the application of this Regulation may be taken into account for the purposes of obtaining pilots' licences, the conditions for recognising training already completed should be laid down; the conditions for recognising military licences should also be laid down.
- (9) It is necessary to provide sufficient time for the aeronautical industry to adapt to the new regulatory framework, and to recognise under certain conditions the validity of licences and certificates issued, as well as aero-medical assessment performed, before this Regulation applies.
- (10) In order to ensure a smooth transition and a high uniform level of civil aviation safety in the Maldives, implementing measures should reflect the state of the art, including best practices, and scientific and technical progress in the field of pilot training and aircrew aero- medical fitness.

HAS ADOPTED THIS REGULATION:

1 Subject matter

This Regulation lays down detailed rules for:

- (1) different ratings for licences, the conditions for issuing, maintaining, amending, limiting, suspending or revoking licences, the privileges and responsibilities of the holders of licences, the conditions for the conversion of existing licences, as well as the conditions for the acceptance of licences from third countries;
- (2) the certification of persons responsible for providing flight training or flight simulation training and for assessing pilots' skills;
- (3) different medical certificates for pilots, the conditions for issuing, maintaining, amending, limiting, suspending or revoking medical certificates, the privileges and responsibilities of the holders of medical certificates;
- (4) the certification of aero-medical examiners, as well as the conditions under which general medical practitioners may act as aero-medical examiners;
- (5) the periodical aero-medical assessment of cabin crew members, as well as the qualification of persons responsible for this assessment.
- (6) the conditions for issuing, maintaining, amending, limiting, suspending or revoking cabin crew licences, as well as the privileges and responsibilities of the holders of cabin crew licences;
- (7) the conditions for issuing, maintaining, amending, limiting, suspending or revoking certificates of pilot training organisations and of aero-medical centres involved in the qualification and aero-medical assessment of civil aviation aircrew;
- (8) the requirements for the certification of flight simulation training devices and for organisations operating and using those devices;
- (9) the requirements for the administration and management system to be fulfilled by MCAA and the organisations in relation with the rules referred to in points 1 to 8.';

2 *Definitions*

For the purposes of this Regulation, the following definitions shall apply:

- (1) 'Part-FCL licence' means a flight crew licence which complies with the requirements of this Regulation;
- (2) 'MCAR' means Maldivian Civil Aviation Regulations adopted by the Maldivian Civil Aviation Authority (MCAA);
- (3) 'Light aircraft pilot licence (LAPL)' means the leisure pilot licence;
- (4) 'MCAR-compliant licence' means the pilot licence and attached ratings, certificates, authorisations and/or qualifications, issued or recognised, in accordance with the national legislation reflecting MCAR and procedures;
- (5) 'Non-MCAR-compliant licence' means the pilot licence which is not issued or recognised in accordance with MCAR procedures;
- (6) 'Credit' means the recognition of prior experience or qualifications;
- (7) 'Credit report' means a report on the basis of which prior experience or qualifications may be recognised;
- (8) 'Conversion report' means a report on the basis of which a licence may be converted into a Part-FCL licence;
- (9) 'MCAR-compliant pilots' medical certificate and aero-medical examiners' certificate' means the certificate issued or recognised, in accordance with the national legislation reflecting MCAR and procedures;
- (10) 'Non-MCAR-compliant pilots' medical certificate and aero- medical examiners' certificate' means the certificate issued or recognised which is not in accordance with MCAR and procedures.
- (11) 'Cabin crew member' means an appropriately qualified crew member, other than a flight crew or technical crew member, who is assigned by an operator to perform duties related to the safety of passengers and flight during operations;
- (12) 'Aircrew' means flight crew and cabin crew;
- (13) 'MCAR-compliant certificate, approval or organisation' means the certificate or approval issued or recognised or the organisation certified, approved, registered or recognised, in accordance with the MCAR and procedures, by MCAA.

3 Pilot licensing and medical certification

Without prejudice to *Article 1* above, pilots of aircraft referred to in Article 15 of Maldives Civil Aviation Act shall comply with the technical requirements and administrative procedures laid down in Annex I and Annex IV to this Regulation.

4 Existing Maldivian pilots' licences

- (1) MCAR-compliant licences issued or recognised by MCAA before 1 January 2015 shall be deemed to have been issued in accordance with this Regulation. MCAA shall replace these licences with licences complying with the format laid down in MCAR-ARA by 1 January 2020 at the latest.
- (2) Non-MCAR-compliant licences including any associated ratings, certificates, authorisations and/or qualifications issued or recognised by MCAA before the applicability of this Regulation shall be converted into MCAR-FCL licences.
- (3) Non-MCAR-compliant licences shall be converted into Part- FCL licences and associated ratings or certificates in accordance with:
 - (a) the provisions of Annex II; or
 - (b) the elements laid down in a conversion report.
- (4) The conversion report shall:
 - (a) be established by MCAA in accordance with this Regulation;
 - (b) describe the requirements on the basis of which the pilot licences were issued;
 - (c) describe the scope of the privileges that were given to the pilots;
 - (d) indicate for which requirements in Annex I credit is to be given;
 - (e) indicate any limitations that need to be included on the Part -FCL licences and any requirements the pilot has to comply with in order to remove those limitations.
- (5) The conversion report shall include copies of all documents necessary to demonstrate the elements set out in points (a) to (e) of paragraph 4, including copies of the relevant requirements and procedures. When developing the conversion report, MCAA shall aim at allowing pilots to, as far as possible; maintain their current scope of activities.
- (6) Notwithstanding paragraphs 1 and 3, holders of a class rating instructor certificate or an examiner certificate who have privileges for single-pilot high performance complex aircraft shall have those privileges converted into a type rating instructor certificate or an examiner certificate for single-pilot aeroplanes.
- (7) MCAA may authorise a student pilot to exercise limited privileges without supervision before he/she meets all the requirements necessary for the issuance of an LAPL under the following conditions:
 - (a) the privileges shall be limited to the national territory or a part of it;
 - (b) the privileges shall be restricted to a limited geographical area and to single-engine piston aeroplanes with a maximum take-off mass not exceeding 2 000 kg, and shall not include the carriage of passengers;
 - (c) those authorisations shall be issued on the basis of an individual safety risk assessment carried out by an instructor following a concept safety risk assessment carried out by the MCAA;

5 Existing Maldivian pilots' medical certificates and aero- medical examiners certificates

- (1) MCAR-compliant pilots' medical certificates and aero-medical examiners' certificates issued or recognised by MCAA before this Regulation applies shall be deemed to have been issued in accordance with this Regulation.
- (2) MCAA shall replace pilots' medical certificates and aero-medical examiners' certificates with certificates complying with the format laid down in Part -ARA by 1 January 2020 at the latest.
- (3) Non-MCAR-compliant pilot medical certificates and aero- medical examiners' certificates issued by MCAA before this Regulation applies shall remain valid until the date of their next revalidation or until 1 January 2020, whichever is the earlier.
- (4) The revalidation of the certificates referred to in paragraphs 1 and 2 shall comply with the provisions of Annex IV.

6 *Conversion of flight test qualifications*

- (1) Pilots who before this Regulation applies conducted or who provided instruction to flight test pilots, shall have their flight test qualifications converted into flight test ratings in accordance with Annex I to this Regulation and, where applicable, flight test instructor certificates.
- (2) This conversion shall be carried out in accordance with the elements established in a conversion report that complies with the requirements set out in Article 4(4) and (5).

7 *Existing Maldivian flight engineers' licences*

- (1) In order to convert flight engineer licences, issued in accordance with Annex 1 to the Chicago Convention, into Part -FCL licences, holders shall apply to the MCAA.
- (2) Flight engineer licences shall be converted into Part -FCL licences in accordance with a conversion report that complies with the requirements set out in Article 4(4) and (5).
- (3) When applying for the airline transport pilot licence (ATPL) for aeroplanes, the provisions on credit in FCL.510.A(c) (2) of Annex I shall be complied with.

8 *Conditions for the acceptance of licences from third countries*

- (1) Without prejudice to Article 15 of Maldives Civil Aviation Act No 2/2001 and where there are no agreements concluded between the Maldives and a third country covering pilot licensing, MCAA may accept third country licences, and associated medical certificates issued by or on behalf of third countries, in accordance with the provisions of Annex III to this Regulation.
- (2) Applicants for Part -FCL licences already holding at least an equivalent licence, rating or certificate issued in accordance with Annex 1 to the Chicago Convention by a third country shall comply with all the requirements of Annex I to this Regulation, except that the requirements of course duration, number of lessons and specific training hours may be reduced.
- (3) The credit given to the applicant shall be determined on the basis of a recommendation from an approved training organisation.
- (4) Holders of an ATPL issued by or on behalf of a third country in accordance with Annex 1 to the Chicago Convention who have completed the experience requirements for the issue of an ATPL in the relevant aircraft category as set out in Subpart F of Annex I to this Regulation may be given full credit as regards the requirements to undergo a training course prior to undertaking the theoretical knowledge examinations and the skill test, provided that the third country licence contains a valid type rating for the aircraft to be used for the ATPL skill test.
- (5) Aeroplane or helicopter type ratings may be issued to holders of Part -FCL licences that comply with the requirements for the issue of those ratings established by a third country. Such ratings will be restricted to aircraft registered in that third country. This restriction may be removed when the pilot complies with the requirements in point C.1 of Annex III.

9 *Credit for training commenced prior to the application of this Regulation*

- (1) In respect of issuing Part -FCL licences in accordance with Annex I, training commenced prior to the application of this Regulation in accordance with the Joint Aviation Authorities requirements and procedures, shall be given full credit provided that the training and testing were completed by 1 January 2019 at the latest.
- (2) Training commenced prior to the application of this Regulation in accordance with Annex 1 to the Chicago Convention shall be given credit for the purposes of issuing Part -FCL licences on the basis of a credit report.
- (3) The credit report shall describe the scope of the training, indicate for which requirements of Part -FCL licences credit is given and, if applicable, which requirements applicants need to comply with in order to be issued with Part -FCL licences. It shall include copies of all documents necessary to demonstrate the scope of the training and of the national regulations and procedures in accordance with which the training was commenced.

10 *Credit for pilot licences obtained during military service*

- (1) In order for holders of military flight crew licences to obtain Part -FCL licences, they shall apply to MCAA.

- (2) The knowledge, experience and skill gained in military service shall be given credit for the purposes of the relevant requirements of Annex I in accordance with the elements of a credit report.
- (3) The credit report shall:
 - (a) describe the requirements on the basis of which the military licences, ratings, certificates, authorisations and/or qualifications were issued;
 - (b) describe the scope of the privileges that were given to the pilots;
 - (c) indicate for which requirements of Annex I credit is to be given;
 - (d) indicate any limitations that need to be included on the Part -FCL licences and indicate any requirements pilots have to comply with to remove those limitations;
 - (e) include copies of all documents necessary to demonstrate the elements above, accompanied by copies of the relevant requirements and procedures.

10a Pilot training organisations

1. Pilot training organisations shall comply with the technical requirements and administrative procedures laid down in Annexes VI and VII and shall be certified.
2. Pilot training organisations holding MCAR-compliant certificates issued or recognised before this Regulation applies shall be deemed to hold a certificate issued in accordance with this Regulation. In such case the privileges of these organisations shall be limited to the privileges included in the approval issued.
Without prejudice to Article 2, pilot training organisations shall adapt their management system, training programmes, procedures and manuals to be compliant with Annex VII by 1 January 2018 at the latest.
3. MCAR-compliant training organisations registered before this Regulation applies will be allowed to provide training for a MCAR-compliant private pilot licence (PPL).
4. MCAA shall replace the certificates referred to in the first subparagraph of paragraph 2 with certificates complying with the format laid down in Annex VI by 1 January 2018 at the latest.

10b Flight simulation training devices

1. Flight simulation training devices (FSTDs) used for pilot training, testing and checking, with the exception of developmental training devices used for flight test training, shall comply with the technical requirements and administrative procedures laid down in Annexes VI and VII and shall be qualified.
2. MCAR-compliant FSTD qualification certificates issued or recognised before this Regulation applies shall be deemed to have been issued in accordance with this Regulation.
3. MCAA shall replace the certificates referred to in paragraph 2 with qualification certificates complying with the format laid down in Annex VI by 1 January 2019 at the latest.

10c Aero-medical centres

1. Aero-medical centres shall comply with the technical requirements and administrative procedures laid down in Annexes VI and VII and shall be certified.
2. MCAR-compliant aero-medical centre approvals issued or recognised before this Regulation applies shall be deemed to have been issued in accordance with this Regulation. Aero-medical centres shall adapt their management system, training programmes, procedures and manuals to be compliant with Annex VII by 1 January 2018 at the latest.
3. MCAA shall replace aero-medical centres' approvals referred to in the first subparagraph of paragraph 2 with certificates complying with the format laid down in Annex VI by 1 January 2019 at the latest.';

11 Cabin crew medical fitness

- (1) Cabin crew members involved in the operation of shall comply with the technical requirements and administrative procedures laid down in Annex IV.
- (2) The medical examinations or assessments of cabin crew members that are still valid at the date of application of this Regulation shall be deemed to be valid according to this Regulation until the earlier of the following:

- (a) the end of the validity period determined by MCAA; or
 - (b) the end of the validity period provided for in point MED.C.005 of Annex IV.
- The validity period shall be counted from the date of the last medical examination or assessment. By the end of the validity period any subsequent aero-medical re-assessment shall be conducted in accordance with Annex IV.

11a Cabin crew qualifications and related licences

1. Cabin crew members involved in commercial operation of aircraft shall be qualified, hold the related licences in accordance with the technical requirements and administrative procedures laid down in Annexes V and VI.
2. Cabin crew members holding, before this Regulation applies, a licence or an attestation of safety training issued in accordance with Regulation MCAR-OPS1:
 - (a) shall be deemed to be compliant with this Regulation if they comply with the applicable training, checking and recency requirements of MCAR-OPS1; or
 - (b) if they do not comply with the applicable training, checking and recency requirements of MCAR-OPS1, they shall complete all required training and checking before being deemed to be compliant with this Regulation; or
 - (c) if they have not operated in commercial operations by aeroplanes for more than 5 years, they shall complete the initial training course and shall pass the related examination as required in Annex V before being deemed to be compliant with this Regulation.
3. The attestations of safety training issued in accordance with MCAR-OPS1 shall be replaced with cabin crew licences complying with the format laid down in Annex VI by 1 January 2019 at the latest.
4. Cabin crew members involved in commercial operations of helicopters on the date of application of this Regulation:
 - (a) shall be deemed to be compliant with the initial training requirements of Annex V if they comply with the applicable training, checking and recency provisions of the JARs for commercial air transportation by helicopters; or
 - (b) if they do not comply with the applicable training, checking and recency requirements of the JARs for commercial air transportation by helicopters, they shall complete all relevant training and checking required to operate on helicopter(s), except the initial training, before being deemed to be compliant with this Regulation; or
 - (c) if they have not operated in commercial operations by helicopters for more than 5 years, they shall complete the initial training course and shall pass the related examination as required in Annex V before being deemed to be compliant with this Regulation.
5. Without prejudice to Article 2, cabin crew licences complying with the format laid down in Annex VI shall be issued to all cabin crew members involved in commercial operations by helicopters by 1 January 2019 at the latest.

12 Entry into force and application

- (1) This Regulation shall enter into force on the 20th day following its publication in the *Official Gazette*.
 - (a) It shall apply from 1 January 2014, to all helicopter licences issued by MCAA; and
It shall apply from 1 January 2015 to all other licences and institutions referred in this regulation.
- (2) By way of derogation from paragraph 1, MCAA may decide not to apply the following provisions of Annex I to VII until 1 January 2018:
 - (a) the provisions related to pilot licences of powered-lift aircraft, airships, balloons and sailplanes;
 - (b) the provisions of Annex I Subpart B;
 - (c) the provisions of points FCL.800, FCL.805, FCL.815 and FCL.820;
 - (d) in the case of helicopters, the provisions of Section 8 of Subpart J;
 - (e) the provisions of Sections 10 and 11 of Subpart J.
 - (f) point ORA.GEN.200 (a) (3) of Annex VII to FSTD qualification certificate holders not being an approved training organisation and not holding an air operator certificate;
 - (g) Annexes VI and VII to non-MCAR-compliant approved training organisations and aero-

- medical centres;
 - (h) point CC.GEN.030 of Annex V;
 - (i) Annex V to cabin crew members involved in commercial operations by helicopters;
 - (j) Annexes VI and VII to training organisations providing training only for the light aircraft pilot licence, private pilot licence, balloon pilot licence or sailplane pilot licence;
 - (k) Annexes VI and VII to training organisations providing training for flight test ratings in accordance with point FCL.820 of Annex I.
- (3) By way of derogation from paragraph 1, MCAA may decide not to convert non-MCAR-compliant aeroplane and helicopter licences that have issued until 1 January 2017.
- (4) By way of derogation from paragraph 1, MCAA may decide not to apply the provisions of this Regulation to pilots holding a licence and associated medical certificate issued by a third country involved in the non-commercial operation until 1 January 2017.
- (5) By way of derogation from paragraph 1, MCAA may decide not to apply the provisions of Section 3 of Subpart B of Annex IV until 1 January 2018.
- (6) By way of derogation from paragraph 1, MCAA may decide not to apply the provisions of Subpart C of Annex IV until 1 January 2017.

This Regulation shall be binding in its entirety and directly applicable in the Republic of Maldives.

Done at Male, 1 November 2013

For the Authority
The Chief Executive
HUSSAIN JALEEL

V - ESSENTIAL REQUIREMENTS FOR PILOT LICENSING

1. Training

a General

- (1) A person undertaking training to fly an aircraft must be sufficiently mature educationally, physically and mentally to acquire, retain and demonstrate the relevant theoretical knowledge and practical skill.

b. Theoretical knowledge

- (1) A pilot must acquire and maintain a level of knowledge appropriate to the functions exercised on the aircraft and proportionate to the risks associated to the type of activity. Such knowledge must include at least the following:
 - (i) air law;
 - (ii) aircraft general knowledge;
 - (iii) technical matters related to the category of the aircraft;
 - (iv) flight performance and planning;
 - (v) human performance and limitations;
 - (vi) meteorology;
 - (vii) navigation;
 - (viii) operational procedures, including resource management;
 - (ix) principles of flight;
 - (x) communications; and
 - (xi) non-technical skills, including the recognition and management of threats and errors.

c. Demonstration and maintenance of theoretical knowledge

- (1) The acquisition and retention of theoretical knowledge must be demonstrated by continuous assessment during training, and where appropriate, by examinations.
- (2) An appropriate level of competence in theoretical knowledge must be maintained. Compliance must be demonstrated by regular assessments, examinations, tests or checks. The frequency of examinations, tests or checks must be proportionate to the level of risk associated with the activity.

d. Practical skill

- (1) A pilot must acquire and maintain the practical skills as appropriate to exercise his/her functions on the aircraft. Such skills must be proportionate to the risks associated to the type of activity and must cover, if appropriate to the functions exercised on the aircraft, the following:
 - (i) pre-flight and in-flight activities, including aircraft performance, mass and balance determination, aircraft inspection and servicing, fuel planning, weather appreciation, route planning, airspace restrictions and runway availability;
 - (ii) aerodrome and traffic-pattern operations;
 - (iii) collision avoidance precautions and procedures;
 - (iv) control of the aircraft by external visual reference;
 - (v) flight manoeuvres, including in critical situations, and associated 'upset' manoeuvres, as technically achievable;
 - (vi) normal and cross-wind take-offs and landings;
 - (vii) flight by reference solely to instruments, as appropriate to the type of activity;
 - (viii) operational procedures, including team skills and resource management, as appropriate to the type of operation, whether single or multi-crew;
 - (ix) navigation and implementation of rules of the air and related procedures, using as appropriate, visual reference or navigation aids;
 - (x) abnormal and emergency operations, including simulated aircraft equipment malfunctions;
 - (xi) compliance with air traffic services and communications procedures;
 - (xii) aircraft type or class specific aspects;

- (xiii) additional practical skill training that may be required to mitigate risks associated with specific activities; and
 - (xiv) non-technical skills, including the recognition and management of threats and errors, using an adequate assessment methodology in conjunction with the technical skills assessment.
- e. Demonstration and maintenance of practical skill
 - (1) A pilot must demonstrate the ability to perform the procedures and manoeuvres with a degree of competence appropriate to the functions exercised on the aircraft, by:
 - (i) operating the aircraft within its limitations;
 - (ii) completing all manoeuvres with smoothness and accuracy;
 - (iii) exercising good judgement and airmanship;
 - (iv) applying aeronautical knowledge;
 - (v) maintaining control of the aircraft at all times in a manner such that the successful outcome of a procedure or manoeuvre is assured; and
 - (vi) non-technical skills, including the recognition and management of threats and errors, using an adequate assessment methodology in conjunction with the technical skills assessment.
 - (2) An appropriate level of competence in practical skill must be maintained. Compliance must be demonstrated by regular assessments, examinations, tests or checks. The frequency of examinations, tests or checks must be proportionate to the level of risk associated with the activity.
- f. Language Proficiency
 - (1) A pilot must have demonstrated language proficiency to a degree appropriate to the functions exercised on the aircraft. Such demonstrated proficiency shall include:
 - (i) the ability to understand weather information documents;
 - (ii) the use of aeronautical en-route, departure and approach charts and associated aeronautical information documents; and
 - (iii) the ability to communicate with other flight crew and air navigation services during all phases of flight, including flight preparation.
- g. Flight simulation training devices

When a flight simulation training device (FSTD) is used for training, or for demonstration that practical skill is acquired or maintained, this FSTD must be qualified to a given level of performance in those areas, which are relevant to completing the related task. In particular, the replication of configuration, handling qualities, aircraft performance, and systems behaviour must adequately represent the aircraft.
- h. Training course
 - (1) Training must be executed through a training course.
 - (2) A training course must meet the following conditions:
 - (i) a syllabus must be developed for each type of course; and
 - (ii) the training course must comprise a breakdown of theoretical knowledge and practical flight instruction (including synthetic training), if applicable.
- i. Instructors
 - (1) Theoretical instruction

Theoretical instruction must be given by appropriately qualified instructors. They must:

 - (i) have appropriate knowledge in the field where instruction is to be given; and
 - (ii) be capable of using appropriate instructional techniques.
 - (2) Flight and flight simulation instruction

Flight and flight simulation instruction must be given by appropriately qualified instructors, who have the following qualifications:

 - (i) meet the theoretical knowledge and the experience requirements appropriate for the instruction being given;

- (ii) be capable of using appropriate instructional techniques;
- (iii) have practised instructional techniques in those flight manoeuvres and procedures in which it is intended to provide flight instruction;
- (iv) have demonstrated the ability to instruct in those areas in which flight instruction is to be given, including pre-flight, post-flight and ground instruction; and
- (v) receive regular refresher training to ensure that the instructional standards are maintained up to date. Flight instructors must also be entitled to act as pilot-in-command on the aircraft for which instruction is being given, except for training on new aircraft types.

j. Examiners

- (1) Persons responsible for assessing the skill of pilots must:
 - (i) meet the requirements for flight or flight simulation instructors;
 - (ii) be capable of assessing pilot performance and conducting flight tests and checks.

2. Experience requirements

- a. A person acting as flight crew member, instructor or examiner must acquire and maintain sufficient experience for the functions being exercised, unless the implementing rules provide for competence to be demonstrated in accordance with point 1.e.

3. Training organisations

- a. Training organisation requirements
 - (1) A training organisation providing pilot training must meet the following requirements:
 - (i) have all the means necessary for the scope of responsibilities associated with their activity. These means comprise, but are not limited to, the following: facilities, personnel, equipment, tools and material, documentation of tasks, responsibilities and procedures, access to relevant data and record-keeping;
 - (ii) implement and maintain a management system relating to safety and the standard of training, and aim for continuous improvement of this system; and
 - (iii) establish arrangements with other relevant organisations, as necessary, to ensure continuing compliance with the above requirements.

4. Medical fitness

- a. Medical criteria
 - (1) All pilots must periodically demonstrate medical fitness to satisfactorily execute their functions, taking into account the type of activity. Compliance must be shown by appropriate assessment based on aero-medical best practice, taking into account the type of activity and the possible mental and physical degradation due to age. Medical fitness, comprising physical and mental fitness, means not suffering from any disease or disability, which makes the pilot unable:
 - (i) to execute the tasks necessary to operate an aircraft; or
 - (ii) to perform assigned duties at any time; or
 - (iii) to perceive correctly his/her environment.
 - (2) Where medical fitness cannot be fully demonstrated, mitigation measures that provide equivalent flight safety may be implemented.
- b. Aero-medical examiners
 - (1) An aero-medical examiner must:
 - (i) be qualified and licensed in the practice of medicine;
 - (ii) have received training in aviation medicine and regular refresher training in aviation medicine to ensure that assessment standards are maintained;
 - (iii) have acquired practical knowledge and experience of the conditions in which pilots carry out their duties.

c. Aero-medical centres

(1) Aero-medical centres must meet the following conditions:

- (i) have all the means necessary for the scope of responsibilities associated with their privileges. These means comprise, but are not limited to, the following: facilities, personnel, equipment, tools and material, documentation of tasks, responsibilities and procedures, access to relevant data and record-keeping;
- (ii) implement and maintain a management system relating to safety and the standard of medical assessment, and aim for continuous improvement of this system;
- (iii) establish arrangements with other relevant organisations, as necessary, to ensure continuing compliance with these requirements.