BELIZE DEPARTMENT OF CIVIL AVIATION

BELIZE CIVIL AVIATION REGULATIONS

AERONAUTICAL PERSONNEL LICENSES

BCAR APL

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Preamble

The Belize Civil Aviation Regulations - Aeronautical Personnel Licensing (BCAR-APL), regulates the needs of the personnel licensing. This document has been prepared based on Annex 1 of the International Civil Aviation Organization (ICAO), standards and recommended practices and adheres both to its wording and its content to a large extent. In its elaboration, a strict, rigorous, and systematic methodology has been adopted and established to always ensure adherence to the base document.

This regulation establishes the general rules and requirements for aeronautical personnel for the issuance and/or renewal of any license, rating, permits, authorizations, and psychophysical evaluations for medical certification extended under it.

Issue 03 of the BCAR APL, titled "Aeronautical Personnel Licensing," has been updated in accordance with Amendment 179 of Annex 1 to the ICAO SARPS.

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SUBPART A

DEFINITIONS, ABBREVIATIONS AND GENERAL RULES

BCAR – APL 1.1 Definitions & Abbreviations

(a) DEFINITIONS

Accredited medical conclusion: The conclusion reached by one or more medical experts acceptable to the Licensing Authority for the purposes of the case concerned, in consultation with flight operations or other experts as necessary.

Adapted competency model: A group of competencies with their associated description and performance criteria adapted from an ICAO competency framework that an organization uses to develop competency-based training and assessment for a given role.

Aeroplane: A power-driven heavier-than-air aircraft, deriving its lift in flight chiefly from aerodynamic reactions on surfaces which remain fixed under given conditions of flight.

Aircraft: Any machine that can derive support in the atmosphere from the reactions of the air other than the reactions of the air against the earth's surface.

Aircraft avionics: A term designating any electronic device — including its electrical part — for use in an aircraft, including radio, automatic flight control and instrument systems.

Aircraft — category: Classification of aircraft according to specified basic characteristics, e.g. aeroplane, helicopter, glider, free balloon.

Aircraft certificated for single-pilot operation: A type of aircraft which the State of Registry has determined, during the certification process, can be operated safely with a minimum crew of one pilot.

Aircraft required to be operated with a co-pilot: A type of aircraft that is required to be operated with a co-pilot, as specified in the flight manual or by the air operator certificate.

Aircraft — type of: All aircraft of the same basic design including all modifications thereto except those modifications which result in a change in handling or flight characteristics.

Airmanship: The consistent use of good judgement and well-developed knowledge, skills and attitudes to accomplish flight objectives.

Airship: A power-driven lighter-than-air aircraft**.**

Appropriate airworthiness requirements: The comprehensive and detailed airworthiness codes established, adopted or accepted by a Contracting State for the class of aircraft, engine or propeller under consideration.

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Approved training: Training conducted under special curricula and supervision approved by a Contracting State.

Approved training organization: An organization approved by and operating under the supervision of a Contracting State in accordance with the requirements of Annex 1 to perform approved training.

ATS surveillance service: A term used to indicate a service provided directly by means of an ATS surveillance system.

ATS surveillance system: A generic term meaning variously, ADS-B, PSR, SSR or any comparable ground-based system that enables the identification of aircraft.

A comparable ground-based system is one that has been demonstrated, by comparative assessment or other methodology, to have a level of safety and performance equal to or better than monopulse SSR.

Balloon: A non-power-driven lighter-than-air aircraft.

Certify as airworthy (to): To certify that an aircraft or parts thereof comply with current airworthiness requirements after maintenance has been performed on the aircraft or parts thereof.

Civil Operations: Aircraft operations conducted by civil aircraft and excluding operations performed by State aircraft, including military, customs and police services.

C2 Link: The data link between the remotely piloted aircraft and the remote pilot station for the purposes of managing the flight.

Commercial air transport operation: An aircraft operation involving the transport of passengers, cargo or mail for remuneration or hire.

Competency: A dimension of human performance that is used to reliably predict successful performance on the job. A competency is manifested and observed through behaviours that mobilize the relevant knowledge, skills and attitudes to carry out activities or tasks under specified conditions.

Competency-based training and assessment: Training and assessment that are characterized by a performance orientation, emphasis on standards of performance and their measurement, and the development of training to the specified performance standards.

Competency standard: A level of performance that is defined as acceptable when assessing whether or not competency has been achieved.

Conditions: Anything that may qualify a specific environment in which performance will be demonstrated.

Co-pilot: A licensed pilot serving in any piloting capacity other than as pilot-in-command but excluding a pilot who is on board the aircraft for the sole purpose of receiving flight instruction.

Credit: Recognition of alternative means or prior qualifications.

Cross-country: A flight between a point of departure and a point of arrival following a pre-planned route using standard navigation procedures.

Detect and avoid: The capability to see, sense or detect conflicting traffic or other hazards and take the appropriate action.

Dual instruction time: Flight time during which a person is receiving flight instruction from a properly authorized pilot on board the aircraft, or from a properly authorized remote pilot using the remote pilot station during a remotely piloted aircraft flight.

Error: An action or inaction by an operational person that leads to deviations from organizational or the operational person's intentions or expectations.

Error management: The process of detecting errors and responding to them with countermeasures that reduce or eliminate the consequences of errors and mitigate the probability of further errors or undesired states.

Flight crew member: A licensed crew member charged with duties essential to the operation of an aircraft during a flight duty period.

Flight plan: Specified information provided to air traffic services units, relative to an intended flight or portion of a flight of an aircraft.

Flight procedures trainer: See Flight simulation training device.

Flight simulation training device (FSTD): Any one of the following three types of apparatus in which flight conditions are simulated on the ground:

A flight simulator, which provides an accurate representation of the flight deck of a particular aircraft type or an accurate representation of the remotely piloted aircraft system (RPAS) to the extent that the mechanical, electrical, electronic, etc. aircraft systems control functions, the normal environment of flight crew members, and the performance and flight characteristics of that type of aircraft are realistically simulated;

A flight procedures trainer, which provides a realistic flight deck environment or realistic RPAS environment, and which simulates instrument responses, simple control functions of mechanical, electrical, electronic, etc. aircraft systems, and the performance and flight characteristics of aircraft of a particular class;

A basic instrument flight trainer, which is equipped with appropriate instruments, and which simulates the flight deck environment of an aircraft in flight or the RPAS environment in instrument flight conditions.

Flight simulator: See Flight simulation training device.

Flight time — aeroplanes: The total time from the moment an aeroplane first moves for the purpose of taking off until the moment it finally comes to rest at the end of the flight.

Flight time as here defined is synonymous with the term "block to block" time or "chock to chock" time in general usage which is measured from the time an aeroplane first moves for the purpose of taking off until it finally stops at the end of the flight.

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Flight time — helicopters: The total time from the moment a helicopter's rotor blades start turning until the moment the helicopter finally comes to rest at the end of the flight, and the rotor blades are stopped.

Flight time — remotely piloted aircraft systems: The total time from the moment a C2 Link is established between the remote pilot station (RPS) and the remotely piloted aircraft (RPA) for the purpose of taking off or from the moment the remote pilot receives control following a handover until the moment the remote pilot completes a handover or the C2 Link between the RPS and the RPA is terminated at the end of the flight.

Glider: A non-power-driven heavier-than-air aircraft, deriving its lift in flight chiefly from aerodynamic reactions on surfaces which remain fixed under given conditions of flight.

Glider flight time: The total time occupied in flight, whether being towed or not, from the moment the glider first moves for the purpose of taking off until the moment it comes to rest at the end of the flight.

Handover: The act of passing piloting control from one remote pilot station to another.

Helicopter: A heavier-than-air aircraft supported in flight chiefly by the reactions of the air on one or more power-driven rotors on substantially vertical axes.

Human performance: Human capabilities and limitations which have an impact on the safety and efficiency of Aeronautical operations.

ICAO competency framework: A competency framework, developed by ICAO, is a selected group of competencies for a given aviation discipline. Each competency has an associated description and observable behaviours.

Instrument flight time: Time during which a pilot is piloting an aircraft, or a remote pilot is piloting a remotely piloted aircraft, solely by reference to instruments and without external reference points.

Instrument ground time: Time during which a pilot is practising, on the ground, simulated instrument flight in a flight simulation training device approved by the Licensing Authority.

Instrument time: Instrument flight time or instrument ground time.

Licensing Authority: The Authority designated by a Contracting State as responsible for the licensing of personnel.

The Licensing Authority is deemed to have been given the following responsibilities by the Contracting State:

(a) assessment of an applicant's qualifications to hold a license or rating;
(b) issue and endorsement of licenses and ratings;
(c) designation and authorization of approved persons;
(d) approval of training courses;
(e) approval of the use of flight simulation training devices and authorization for their use in gaining the experience or in demonstrating the skill required for the issue of a license or rating; and
(f) validation of licenses issued by other Contracting States.

Likely: In the context of the medical provisions in Subpart F, **likely** means with a probability of occurring that is unacceptable to the medical assessor.

Maintenance: The performance of tasks required to ensure the continuing airworthiness of an aircraft, including any one or combination of overhaul, inspection, replacement, defect rectification, and the embodiment of a modification or repair.

Medical Assessment: An evaluation of an applicant's medical fitness conducted by a Designated Medical Examiner authorized by the BDCA for the purpose of determining eligibility for the issuance of a medical certificate.license

Medical assessor: A physician, appointed by the Licensing Authority, qualified and experienced in the practice of Aviation medicine and competent in evaluating and assessing medical conditions of flight safety significance.

Medical assessors evaluate medical reports submitted to the Licensing Authority by medical examiners.

Medical assessors are expected to maintain the currency of their professional knowledge.

Medical certificate: The evidence issued by a Contracting State that the license holder meets specific requirements of medical fitness.

Medical examiner: A physician with training in aviation medicine and practical knowledge and experience of the Aviation environment, who is designated by the Licensing Authority to conduct medical examinations of fitness of applicants for licenses or ratings for which medical requirements are prescribed.

Monitoring: A cognitive process to compare an actual to an expected state.

Monitoring is embedded in the competencies for a given role within an aviation discipline, which serve as countermeasures in the threat and error management model. It requires knowledge, skills and attitudes to create a mental model and to take appropriate action when deviations are recognized.

Night: The hours between the end of evening civil twilight and the beginning of morning civil twilight or such other period between sunset and sunrise, as may be prescribed by the appropriate authority.

Civil twilight ends in the evening when the centre of the sun’s disc is 6 degrees below the horizon and begins in the morning when the centre of the sun’s disc is 6 degrees below the horizon.

Observable behaviour (OB): A single role-related behaviour that can be observed and may or may not be measurable.

Performance criteria: Statements used to assess whether the required levels of performance have been achieved for a competency. A performance criterion consists of an observable behaviour, condition(s) and a competency standard.

Pilot (to): To manipulate the flight controls of an aircraft during flight time.

Pilot flying (PF): The pilot whose primary task is to control and manage the flight path. The secondary tasks of the PF are to perform non-flight path related actions (radio communications, aircraft systems, other operational activities, etc.) and to monitor other crew members.

Pilot-in-command: The pilot designated by the operator, or in the case of general aviation, the owner, as being in command and charged with the safe conduct of a flight.

Pilot-in-command under supervision: Co-pilot performing, under the supervision of the pilot-in-command, the duties and functions of a pilot-in-command, in accordance with a method of supervision acceptable to the Licensing Authority.

Pilot monitoring (PM): The pilot whose primary task is to monitor the flight path and its management by the PF. The secondary tasks of the PM are to perform non–flight path related actions (radio communications, aircraft systems, other operational activities, etc.) and to monitor other crew members.

Powered-lift: A heavier-than-air aircraft capable of vertical take-off, vertical landing, and low-speed flight, which depends principally on engine-driven lift devices or engine thrust for the lift during these flight regimes and on non-rotating aerofoil(s) for lift during horizontal flight.

Problematic use of substances: The use of one or more psychoactive substances by aviation personnel in a way that:

(a) constitutes a direct hazard to the user or endangers the lives, health or welfare of others; and/or
(b) causes or worsens an occupational, social, mental or physical problem or disorder.

Psychoactive substances: Alcohol, opioids, cannabinoids, sedatives and hypnotics, cocaine, other psychostimulants, hallucinogens, and volatile solvents, whereas coffee and tobacco are excluded.

Quality system: Documented organizational procedures and policies; internal audit of those policies and procedures; management review and recommendation for quality improvement.

Rated air traffic controller: An air traffic controller holding a license and valid ratings appropriate to the privileges to be exercised.

Rating: An authorization entered on or associated with a license and forming part thereof, stating special conditions, privileges or limitations pertaining to such license.

Remote co-pilot: A licensed remote pilot serving in any piloting capacity other than as remote pilot-in-command but excluding a remote pilot who is in the remote pilot station for the sole purpose of receiving flight instruction.

Remote flight crew member: A licensed flight crew member charged with duties essential to the operation of a remotely piloted aircraft system during a flight duty period.

Remote pilot: A person charged by the operator with duties essential to the operation of a remotely piloted aircraft and who manipulates the flight controls, as appropriate, during flight time.

Remote pilot-in-command: The remote pilot designated by the operator as being in command and charged with the safe conduct of a flight.

Remote pilot station (RPS): The component of the remotely piloted aircraft system containing the equipment used to pilot the remotely piloted aircraft.

Remotely piloted aircraft (RPA): An unmanned aircraft which is piloted from a remote pilot station.

Remotely piloted aircraft system (RPAS): A remotely piloted aircraft, its associated remote pilot station(s), the required C2 Link(s) and any other components as specified in the type design.

Rendering (a license) valid. The action taken by a Contracting State, as an alternative to issuing its own license, in accepting a license issued by any other Contracting State as the equivalent of its own license.

Rotorcraft: A power-driven heavier-than-air aircraft supported in flight by the reactions of the air on one or more rotors.

Sign a maintenance release (to): To certify that maintenance work has been completed satisfactorily in accordance with appropriate airworthiness requirements, by issuing the maintenance release referred to in Annex 6 (in the case of a reléase not issued by an approved maintenance organization) or Annex 8 (in the case of a release issued by an approved maintenance organization).

Significant: In the context of the medical provisions, **significant** means to a degree or of a nature that is likely to jeopardize flight safety.

Solo flight time: Flight time during which a student pilot is the sole occupant of an aircraft.

Solo flight time — remotely piloted aircraft systems: Flight time during which a student remote pilot is controlling the remotely piloted aircraft system, acting solo.

State Safety Programme (SSP): An integrated set of laws, regulations, policies, objectives, processes, procedures and activities aimed at managing safety, at the State level.

Threat: Events or errors that occur beyond the influence of an operational person, increase operational complexity and must be managed to maintain the margin of safety.

Threat management: The process of detecting threats and responding to them with countermeasures that reduce or eliminate the consequences of threats and mitigate the probability of errors or undesired states.

(b) ABBREVIATIONS

AFIS	Aerodrome flight information service
AMOC	Alternate means of compliance
AVMED	Aviation Medicine
BCAR – OPS 1	Belize Civil Aviation Regulation – Commercial Air Transportation (Aeroplanes)
C2	Command and control
C2 Link	Command and control link
FSTD	Flight simulation training device
HIV	Human immunodeficiency virus
IFR	Instrument flight rules
RPA	Remotely piloted aircraft
RPAS	Remotely piloted aircraft system
RPS	Remote pilot station
SOP	Standard operating procedure
TEM	Threat and error management

UAS	Unmanned Aircraft Systems
VMC	Visual meteorological conditions

BCAR – APL 1.2 General Rules concerning licenses

BCAR – APL 1.2.1 Application

(a) These regulations shall apply to the:

(1) Licensing of aeronautical technical personnel;
(2) Applicants or holder of an aeronautical personnel license and or rating;
(3) Authorizations for pilots;
(4) Monitoring and surveillance of aeronautical personnel;
(5) Monitoring and surveillance of designated personnel;
(6) Establishment and maintenance of medical standards; and
(7) Validation or conversion of a valid aeronautical license issued by a foreign Contracting States

(b) Any person who is conducting or intends to conduct aeronautical services shall comply with this regulation in respect of the license or rating required for such aeronautical services.

(c) This Regulation shall govern the application, consideration, approval and granting, monitoring, inspecting or refusal of licenses and ratings for the exercise of the aeronautical functions; and, likewise, to establish the attributions and the requirements that applicants must meet to obtain them.

BCAR – APL 1.2.2 Authority to administrate

(a) The BDCA is exclusively responsible for administering this regulation including the grant of licenses and privileges.

BCAR – APL 1.2.3 License and Period of validity and circumstances where privileges cannot be exercised.

(a) Licenses and privileges will be granted exclusively by the BDCA.

(b) The license is valid for three years, but the authorization to exercise the powers it confers is suspended when:

(1) Its holder has not re-validated his medical certificate within the terms established in this Regulation.
(2) The medical certificate is suspended or expires.
(3) Its holder has been temporarily or permanently disabled from aeronautical function, for having suffered an accident or for having committed violations of current legal and regulatory provisions; or
(4) The holder does not meet the recent experience requirements.

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(c) The BDCA may require the holder of a license and ratings, at any time and whenever there are justified reasons, to prove again some or all of the requirements that gave rise to the suspension of the powers granted by the above mentioned documents.

(d) During the performance of the aeronautical attributions conferred by the licenses and ratings or, while performing an auxiliary or special task, the holder of a license shall have in his/her physical possession, and readily accessible to produce the license or corresponding aviation document for inspection by the Director or an inspector upon request, or within a time to be determined by the Director or the inspector of the BDCA.

(e) The Director may issue the following licenses under this Part:

(1) In respect of a Flight crew, license for:
- (i) Student Pilot ;
- (ii) Private Pilot with respect to aeroplane, airship, helicopter or powered-lift;
- (iii) Commercial Pilot with respect to aeroplane, airship, helicopter or powered-lift;
- (iv) Multi-crew Pilot – aeroplane;
- (v) Airline Transport Pilot with respect to aeroplane, and helicopter;
- (vi) Cabin Crew;
- (vii) Flight Engineer ;
- (viii) Free Balloon Pilot ;
- (ix) Glider Pilot ;
- (x) Remote Pilot – aeroplane, airship, glider, helicopter, powered-lift or free balloon.

(2) In respect of other personnel, license for:
- (i) Student Air Traffic Controller
- (ii) Air Traffic Controller ;
- (iii) Aircraft Maintenance Engineer
- (iv) Avionics Engineer
- (v) Flight Operations Officer/Flight Dispatcher.

BCAR – APL 1.2.4 Falsification, unauthorized reproduction or alteration of license.

(a) When applying for any license, certificate, rating, qualification, validation, authorization, endorsement or duplicate, a person shall not make or cause to be made

(1) any fraudulent or intentionally false statement; or
(2) fraudulent entry in any logbook, record or report or
(3) any other entry, record or report that is not in accordance with the Civil Aviation Act or the Belize Civil Aviation Regulations.

(b) A person shall not make, reproduce or alter any license, certificate, rating, validation, endorsement, authorization or duplicate for a fraudulent purpose.

(c) A person who contravenes this regulation commits an offence and is liable upon summary conviction to the fine specified in the Act. In addition, the person may be subject to a suspension or revocation of his or her license, certificate, rating, validation, endorsement, authorization or duplication.

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BCAR – APL 1.2.5 Authority to act as a flight crew member or a remote flight crew member

(a) A person shall not act as a flight crew member of an aircraft registered in Belize or as a remote flight crew member of a RPAS unless a valid license is held showing compliance with the specifications of this BCAR and appropriate to the duties to be performed by that person.

(b) The flight crew member license shall have been issued by the State of Belize or by any other Contracting State and rendered valid by the State of Belize.

(c) The remote pilot license shall have been issued by the Licensing Authority of the State of the Belize or by any other Contracting State and rendered valid by the Licensing Authority of the State of Belize.

(d) Remote pilots shall carry their appropriate license while engaged in international air operations. Flight crew members shall carry their appropriate licenses on board every aircraft engaged in international air navigation.

BCAR – APL 1.2.6 Method of rendering a license valid

(a) The BDCA may issue a license based on a foreign license, thus accepting the fact that holding a license issued by another Contracting State is a way of demonstrating compliance with its own national licensing regulations and ICAO requirements , provided that a temporary Certificate issued by any other Contracting State shall not be accepted.

(b) When the BDCA renders valid a license issued by another Contracting State, as an alternative to the issuance of its own license, it shall establish validity by suitable authorization to be carried with the former license accepting it as the equivalent of the latter. When the BDCA limits the authorization to specific privileges, the authorization shall specify the privileges of the license which are to be accepted as its equivalent. The validity of the authorization shall not extend beyond the period of validity of the license. The authorization ceases to be valid if the license upon which it was issued is revoked or suspended.

(c) When an authorization is issued under the provisions of BCAR – APL 1.2.6 (b), the BDCA licensing officer shall verify the validity of the foreign license directly with the issuing Authority before validating such foreign license.

(d) The BDCA may render as valid the following licenses from other contracting states:

(1) Private Pilot License;
(2) Aircraft maintenance engineer License;
(3) Remote Pilot License;

(e) The BDCA may temporarily recognize commercial pilot License, flight dispatcher license, and cabin crew licenses to personnel performing advisory or instructional functions in Belize, where there are no qualified personnel in country for the performance of such duties. The period of validity of these licenses shall be issued for three months and may be renewed for an additional period of three months in justifiable cases.

BCAR – APL 1.2.7 Rendering a license valid pursuant to a formal agreement between Contracting States under common licensing regulations.

(a) Notwithstanding the provisions in BCAR – APL 1.2.6 (b)and BCAR – APL 1.2.6 (c), Belize may automatically render valid other contracting States' licenses, provided that Belize and those States shall have:
  (1) adopted common licensing regulations that are compliant with ICAO Annex 1, where such regulation contain identical requirements for license issuance, maintenance of competency and recency of experience;

  (2) entered into a formal written agreement recognizing the automatic validation process;

  (3) established a surveillance system to ensure the continuing implementation of the common licensing regulations; and

  (4) Registered the agreement with ICAO pursuant to Article 83 of the Convention on International Civil Aviation.

(b) An endorsement shall appear on licenses rendered as valid under the process indicating that the license is validated under the agreement described in BCAR – APL 1.2.7 (a) and referencing the ICAO registration number of the agreement. The endorsement shall further include a list of Contracting States that are party to the agreement.

(c) A pilot license issued by a Contracting State shall be rendered valid by the BDCA for use in private flights.

BCAR – APL 1.2.8 Privileges of the holder of a license

(a) The holder of a license shall not exercise privileges other than those granted by that license.

BCAR – APL 1.2.9 Medical fitness

(a) An applicant for a license shall, when applicable, hold a medical certificate issued in accordance with the provisions of BCAR – APL Subpart F.

(b) The BDCA shall apply, as part of their State Safety Program, basic safety management principles to the medical assessment process of license holders, that as a minimum includes:

  (1) Routine analysis of in-flight incapacitation events and medical findings during medical assessments to identify areas of increased medical risk; and

  (2) Continuous re-evaluation of the medical assessment process to concentrate on identified areas of increased medical risk.

(c) The BDCA shall implement appropriate aviation-related health promotion for license holders subject to a medical assessment to reduce future medical risks to flight safety.

(d) The period of validity of a medical certificate shall begin on the day the medical assessment

is performed. The duration of the period of validity shall be in accordance with the provisions of BCAR – APL 1.2.10 (f).

(1) The period of validity of a medical certificate may be extended, at the discretion of the BDCA, to up to 45 days.

(e) Except as provided in BCAR – APL 1.2.10 (l), flight crew members, remote flight crew members or air traffic controllers shall not exercise the privileges of their license unless they hold a current medical certificate appropriate to the license.

(f) The BDCA shall designate medical examiners, when satisfied that they are qualified and licensed in the practice of medicine, to conduct medical assessment of fitness of applicants for the issue or renewal of the licenses or ratings specified in this BCAR.

(1) Medical examiners shall have received training in aviation medicine and complete the appropriate refresher training program as prescribed by the BDCA. Before designation, medical examiners shall demonstrate adequate competency in aviation medicine.

(2) Medical examiners shall have practical knowledge and experience of the conditions in which the holders of licenses and ratings carry out their duties.

(3) The competency of a medical examiner shall be evaluated at least once a year by the BDCA medical assessor

(g) An applicant for a medical certificate in pursuance of a license shall sign and furnish with the medical examiner a certified statement in the prescribed form:

(1) Of the medical facts concerning his personal, familial and hereditary history that is as complete and accurate as his knowledge permits.
(2) Whether the applicant has previously undergone such an assessment and, if so, the date, place and result of the last assessment.
(3) Whether a medical certificate has previously been refused, revoked or suspended and, if so, the reason for such refusal, revocation or suspension.

(h) Any false declaration to a medical examiner made by an applicant for a license or rating shall be reported to the BDCA for such action as may be considered appropriate.

(i) Having completed the medical assessment of the applicant in accordance with BCAR – APL Subpart F, the medical examiner shall coordinate the results of the assessment and submit a signed report, or equivalent, to the Licensing Unit of the BDCA, in accordance with its requirements, detailing the results of the assessment and evaluating the findings with regard to medical fitness.

(1) If the medical report is submitted to the Licensing Unit of the BDCA in electronic format, adequate identification of the examiner shall be established.

(2) If the medical assessment is carried out by two or more medical examiners, the BDCA shall appoint one of these to be responsible for coordinating the results of the assessment, evaluating the findings with regard to medical fitness, and signing the report.

(j) The BDCA shall evaluate, through the services of a medical assessor, the medical reports submitted by the medical examiners.

(1) The medical examiner shall be required to submit sufficient information to the BDCA to enable the Licensing Unit to undertake medical assessments audits.

(k) If the medical standards prescribed in BCAR – APL Subpart F for a particular license are not met, the appropriate medical certificate shall not be issued or renewed unless the following conditions are fulfilled:

(1) Accredited medical conclusion indicates that in special circumstances the applicant's failure to meet any requirement, whether numerical or otherwise, is such that exercise of the privileges of the license applied for is not likely to jeopardize flight safety;

(2) Relevant ability, skill and experience of the applicant and operational conditions have been given due consideration; and

(3) The license is endorsed with any special limitation or limitations when the safe performance of the license holder's duties is dependent on compliance with such limitation or limitations.

(l) Medical confidentiality shall be respected at all times.

(1) All medical reports and records shall be securely held with accessibility restricted to authorized personnel.

(2) When justified by operational considerations, the medical assessor shall determine to what extent pertinent medical information is presented to relevant officials of the Licensing Unit.

BCAR – APL 1.2.10 Validity of licenses

(a) The privileges granted by a license, or by related ratings, shall not be exercised unless the holder maintains competency and meets the requirements for recent experience established by the BDCA.

(1) The BDCA shall establish maintenance of competency and recent experience requirements for pilot licenses and ratings based on a systematic approach to accident prevention and shall include a risk assessment process and analysis of current operations, including accident and incident data appropriate to the State of Belize.

(b) The BDCA shall upon issuing a license, ensure that other Contracting States are abled to be satisfied as to the validity of the license.

(c) For the re-validation of the licenses it is necessary to satisfy the requirements of recent experience established for each of them; and a biennial flight review is carried out every 24 months for general aviation pilots, one proficiency check every 12 months for

commercial/executive aviation pilots and a proficiency check twice a year for air transport pilots who work for an operator holding an air operator certificate (AOC).

(d) National personnel who have completed a biennial flight review, proficiency check (PC) or a type rating training abroad, may be credited with theoretical and practical training to comply with this requirement, provided that the standards of the State where the training was conducted are equal to or higher than those established by the BDCA and that it complies with the following:

(1) Present the supporting documentation of the training program carried out that includes;

(i) Copies of the attendance lists of the theoretical course.
(ii) Copy of the results of the theoretical exams
(iii) Copy of the training sessions and practical test sheet in aircraft/simulator or;
(iv) Submit personal flight logbook showing signed annotations and endorsement of the training performed.

(e) The biennial flight review for general aviation pilots, proficiency check for commercial aviation pilots and proficiency check for air transport pilots shall be performed by, in respect of:

(1) General Aviation: a biennial flight review shall be performed by an instructor authorized by the BDCA, selected by the pilot from a list published by the Licensing Unit.

(2) Commercial/Executive Aviation: a BDCA inspector, or a designated examiner authorized by the BDCA holding the appropriate category, class and type ratings, shall perform the proficiency check in an aircraft or flight simulator.

(3) Air Transport Pilot: the Principal Operations Inspector (POI) of the operator or by an ATP designated examiner familiarized with the operator's Operations Manual, shall perform the proficiency check in an aircraft or flight simulator.

(f) Except as provided in BCAR – APL 1.2.10 (g), BCAR – APL 1.2.10 (h), BCAR – APL 1.2.10 (i), BCAR – APL 1.2.10 (j), BCAR – APL 1.2.10 (k) and BCAR – APL 1.2.10 (l), a medical assessment issued in accordance with BCAR – APL 1.2.9 (g) and BCAR – APL 1.2.9 (i) shall be valid from the date of the medical examination for a period not greater than:

(1) 60 months for the student pilot license – aeroplane, airship, helicopter and powered-lift.
(2) 60 months for the private pilot license — aeroplane, airship, helicopter and powered-lift.
(3) 12 months for the commercial pilot license — aeroplane, helicopter;
(4) 12 months for the multi-crew pilot license — aeroplane;
(5) 12 months for the airline transport pilot license — aeroplane, helicopter;
(6) 12 months for the cabin crew license
(7) 60 months for the glider pilot license;
(8) 60 months for the free balloon pilot license;
(9) 12 months for the flight engineer license;
(10) 48 months for the student air traffic controller license;
(11) 48 months for the air traffic controller license;
(12) 48 months for the remote pilot license — aeroplane, airship, glider, rotorcraft, powered-lift or free balloon.

(g) The period of validity of a medical certificate may be reduced when clinically indicated.

(h) When the holders of an airline transport pilot license – aeroplane, rotorcraft and powered lift, and commercial pilot licenses – aeroplane, airship, rotorcraft and powered lift, who are engaged in single-crew commercial air transport operations carrying passengers, have passed their 40th birthday, the period of validity specified in BCAR – APL 1.2.10. (f) shall be reduced to six months.

(i) When the holders of airline transport pilot licenses – aeroplane, rotorcraft and powered lift, commercial pilot licenses – aeroplane, airship, rotorcraft and powered lift, and multi-crew pilot licenses – aeroplane, who are engaged in commercial air transport operations have passed their 60th birthday, the period specified in BCAR – APL 1.2.10. (f) shall be reduced to six months.

(j) When the holders of student pilot licenses, private pilot licenses — aeroplane, airship, rotorcraft and powered-lift, remote pilot licenses — aeroplane, airship, glider, rotorcraft, powered-lift or free balloon, free balloon pilot licenses, glider pilot licenses student air traffic controller license and air traffic controller licenses have passed their 40th birthday, the period of validity specified in BCAR – APL 1.2.10. (f) shall be reduced to 24 months.

(k) When the holders of student pilot licenses, private pilot licenses — aeroplane, airship, rotorcraft and powered-lift, remote pilot licenses — aeroplane, airship, glider, rotorcraft, powered-lift or free balloon, free balloon pilot licenses, glider pilot licenses, student air traffic controller license and air traffic controller licenses have passed their 50th birthday, the period of validity specified in BCAR – APL 1.2.10. (f) should be further reduced to 12 months.

(l) Circumstances in which a medical examination may be deferred. The prescribed re-examination of a license holder operating overseas who does not have access to a BDCA designated medical examiner may be deferred at the discretion of the BDCA, provided that such deferment shall only be made as an exception and shall not exceed:

(1) Single period of six months in the case of a flight crew member of an aircraft engaged in non-commercial operations;
(2) Two consecutive periods each of three months in the case of a flight crew member of an aircraft engaged in commercial operations provided that in each case a favourable medical report is obtained after examination by a designated medical examiner of the area concerned, or, in cases where such a designated medical examiner is not available, by a physician legally qualified to practise medicine in that area. A report of the medical examination shall be sent to the Licensing Authority where the license was issued;
(3) In the case of a private pilot, a single period not exceeding 24 months where the medical examination is carried out by an examiner designated under BCAR-APL 1.2.9 (f) by the Contracting State in which the applicant is temporarily located. A report of the medical examination shall be sent to the Licensing Authority where the license was issued; and
(4) Two consecutive periods each of three months in the case of a remote flight crew member

BCAR – APL 1.2.11 Decrease in medical fitness

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

(1) The BDCA will facilitate the license holders with guidelines on medical conditions that may be relevant to flight safety and when to seek clarification through the medical examiner or medical assessor.

(2) The license holders shall not exercise the privileges of their licenses and related ratings during any period in which their medical fitness has, from any cause, decreased to an extent that would have prevented the issue or renewal of their Medical Assessment.

BCAR – APL 1.3 Use of psychoactive substances

(a) License holders shall not exercise the privileges of their licenses and related ratings while under the influence of any psychoactive substance which might render them unable to safely and properly exercise these privileges.

(b) License holders shall not engage in any problematic use of substances.

(c) License holders who engage in any kind of problematic use of substances are identified and removed from their safety-critical functions. Return to the safety-critical functions may be considered after successful treatment or, in cases where no treatment is necessary, after cessation of the problematic use of substances and upon determination that the person´s continued performance of the function is unlikely to jeopardize safety.

(d) A license holder must submit to an initial and random alcohol and drug test when requested by the designated medical examiner and the medical assessor

BCAR – APL 1.3.1 Approved training and approved training organization

(a) Approved training shall provide a level of competency at least equal to that provided by the minimum experience requirements for personnel not receiving such approved training.

(b) The approval of a training organization by the BDCA shall be dependent upon the applicant demonstrating compliance with the requirements stated in Appendix 2 to this provision and the relevant provisions contained in the applicable regulation.

(c) Until 25 November 2026, approved training for flight crew and air traffic controllers shall be conducted within an approved training organization.

(d) *bis* Until 26 November 2026, approved training for flight crew, remote flight crew and air traffic controllers shall be conducted within an approved training organization.

(e) Competency-based approved training for aircraft and RPAS maintenance personnel shall be conducted within an approved training organization.

(f) Competency-based approved training for remote flight crew shall be conducted within an approved training organization.

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(g) Competency-based approved training for Flight Dispatcher personnel shall be conducted within an approved training organization.

BCAR – APL 1.3.2 Language proficiency

(a) Aeroplane, airship, helicopter and powered-lift pilots; aeroplane, airship, glider, rotorcraft, powered-lift or free balloon remote pilots; air traffic controllers; and aeronautical station operators shall demonstrate the ability to speak and understand the language used for radiotelephony communications to the level specified in the language proficiency requirements in BCAR – APL Appendix 1.

(b) Flight engineers, and glider and free balloon pilots shall demonstrate the ability to speak and understand the language used for radiotelephony communications.

(c) RESERVED

(d) RESERVED

(e) The language proficiency of aeroplane, airship, helicopter and powered-lift pilots; aeroplane, airship, glider, rotorcraft, powered-lift or free balloon remote pilots; air traffic controllers; and aeronautical station operators who demonstrate proficiency below the Expert Level (Level 6) shall be formally evaluated at intervals in accordance with an individual's demonstrated proficiency level.

(f) The language proficiency of aeroplane, airship, rotorcraft and powered-lift pilots; aeroplane, airship, gliders, rotorcraft, powered-lift or free balloon remote pilots; required to use the radiotelephone aboard an aircraft; air traffic controllers; and aeronautical station operators who demonstrate proficiency below the Expert Level (Level 6) should be formally evaluated at intervals in accordance with an individual's demonstrated proficiency level, as follows:

(1) Those demonstrating language proficiency at the Operational Level (Level 4) should be evaluated at least once every three years; and

(2) Those demonstrating language proficiency at the Extended Level (Level 5) should be evaluated at least once every six years.

BCAR – APL 1.3.3. Special provisions

(a) The BDCA reserves the authority to cancel, suspend, amend, or impose conditions upon the privileges associated with any license or rating. Such action may be taken if it is determined that the holder no longer meets the requisite qualifications for the exercise of those privileges, or as a disciplinary measure for any violation of applicable regulations.

(b) The BDCA may, on an exceptional and temporary basis, grant an exemption from compliance with the provisions of this Belize Civil Aviation Regulation (BCAR), upon verification of the necessity for such exemption. Any exemption granted shall be subject to the fulfilment of additional conditions as the BDCA may deem necessary to ensure the maintenance of an acceptable level of safety in each specific case.

(c) The holder of an aeronautical personnel license may be suspended from the exercise of the

privileges granted by the license where an investigation is initiated and continues for thirty days and that suspension may be extended up to a maximum of sixty days to allow the investigative process to be completed.

(d) The holder of a license shall be subject to sanction in the exercise of any technical privilege, authorization, validation, or permit if found operating without carrying the corresponding license document and valid medical certificate during the performance of aeronautical activities for which such authorization has been granted, in accordance with the provisions of the Regulation.

(e) Applicants for any license, rating, or permit shall be required to demonstrate satisfactory completion of the approved course of instruction through theoretical examinations and corresponding practical tests administered by the Licensing Department. All theoretical examinations and skill assessments shall be conducted at such locations and times as may be designated by the Belize Department of Civil Aviation (BDCA)

(f) A theoretical examination shall be deemed satisfactory when the applicant achieves a minimum passing score of eighty percent (80%).

(g) An applicant who fails to achieve the minimum passing grade of eighty percent (80%) in the theoretical examination shall be entitled to retake the examination no earlier than five (5) days following the date of the initial failure. In the event the applicant does not attain a passing grade upon the second attempt, a further waiting period of five (5) days shall apply, after which the applicant must provide evidence of having received additional instruction from an instructor or training organization duly recognized by the Belize Department of Civil Aviation (BDCA) prior to any subsequent attempt.

(h) The skill tests shall not be conducted unless the applicant has first undergone the medical assessment required for the license being sought.

(i) A skill test shall be successfully completed within a period not exceeding twenty-four (24) months from the date on which the applicant passed the theoretical examination. Failure to complete the skill test within this timeframe shall require the applicant to retake the theoretical examination prior to any further attempt at the skill test.

(j) The Belize Department of Civil Aviation (BDCA) shall have the authority to verify the continued suitability and competence of any holder of a license, permit, or qualification whenever justified by clear indications of irregularity or when required in the interest of aviation safety. For the purposes of such verification, the holder shall submit to any examinations or assessments deemed appropriate and necessary by the BDCA.

(k) The aircraft used for the skill tests shall have:

(1) the appropriate equipment and all the necessary instruments.
(2) no airworthiness restrictions or operational type limitations.
(3) seats for pilots with adequate visibility so that each pilot can operate the aircraft safely.
(4) complete visibility both inside and outside the cockpit to the effect that from the additional seat of the examiner it is possible to evaluate the applicant's expertise.

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(l) A skill test may be interrupted by the Belize Department of Civil Aviation (BDCA), or by a designated examiner or authorized instructor acting on its behalf, when it is determined that the applicant cannot achieve a satisfactory result and is thereby creating a situation that endangers the safety of the applicant, the examiner or instructor, or compromises the condition and airworthiness of the aircraft.

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SUBPART B

LICENSES AND RATINGS FOR PILOTS AND REMOTE PILOTS

PART A – LICENSES AND RATINGS FOR PILOTS

BCAR – APL 2.1 General rules concerning pilot licenses and ratings

(a) A person shall not act either as pilot-in-command or as co-pilot of an aircraft in any of the following categories unless that person is the holder of a pilot license issued in accordance with the provisions of this chapter:

(1) aeroplane;
(2) airship of a volume of more than 4,600 cubic meters;
(3) helicopter;
(4) glider;
(5) powered-lift; or
(6) free balloon;

(b) The category of aircraft is included in the title of the license or endorsed as a category rating in the license.

(1) Where the holder of a pilot license seeks a license for an additional category of aircraft, the BDCA shall issue the license holder with an additional pilot license for that category of aircraft.

(c) An applicant shall, before being issued with any pilot license or rating, meet such requirements in respect of age, knowledge, experience, flight instruction, skill and medical fitness, as are specified for that license or rating.

(1) An applicant for any pilot license or rating shall demonstrate, in a manner determined by the BDCA, such requirements for knowledge and skill as are specified for that license or rating.

BCAR – APL 2.2 Transitional measures related to the powered-lift category

(a) The BDCA may endorse a type rating for aircraft of the powered-lift category on an aeroplane or rotorcraft pilot license. The endorsement of the rating on the license shall indicate that the aircraft is part of the powered-lift category. The training for the type rating in the powered-lift category shall be completed during a course of approved training, shall take into account the previous experience of the applicant in an aeroplane or a helicopter as appropriate and incorporate ~~all~~ relevant aspects of operating an aircraft of the powered-lift category.

BCAR – APL 2.3 Category ratings

(a) Where, category ratings are established, they shall apply to the categories of aircraft specified in BCAR – APL 2.1 (a).

(b) Category ratings shall not be endorsed on a license when the category is included in the title of the license itself.

(c) The BDCA shall endorse any category rating on a pilot license and shall indicate the corresponding level of licensing privileges granted under that category rating.

(d) The holder of a pilot license seeking additional category ratings shall meet the requirements of these BCAR – APL appropriate to the privileges for which the category rating is sought.

BCAR – APL 2.4 Class and type ratings

(a) The BDCA shall issue and endorse the following aeroplane class ratings on a pilot license for aeroplanes certificated for single-pilot operations:

(1) single-engine, land;
(2) single-engine, sea;
(3) multi-engine, land;
(4) multi-engine, sea.

(b) The BDCA shall issue and endorse the following rotorcraft and powered lift class ratings on a pilot license for aircraft certificated for single pilot operations:

(1) helicopter;
(2) gyroplane;

(c) Type ratings shall be established for:
(1) aircraft certified for operation with a minimum crew of at least two pilots;
(2) helicopters and powered-lifts certified for a single-pilot operation. Except where a class rating has been issued under the BCAR – APL 2.4 (b);
(3) any aircraft whenever considered necessary by the BDCA.

(i) Where a common type rating is established, it shall be only for aircraft with similar characteristics in terms of operating procedures, systems and handling.

(d) An applicant shall comply with the applicable requirements of these regulation and demonstrate the required knowledge and skill before the BDCA issues pilot license and endorses, the aircraft category and the class or type rating appropriate to the aircraft used for the demonstration.

BCAR – APL 2.5 Circumstances in which class and type ratings are required

(a) The holder of a license issued by the BDCA shall not act either as pilot-in-command or as co-pilot of an aeroplane, an airship, a rotorcraft or a powered-lift unless the holder has received authorization as follows:
(1) The appropriate class rating specified in BCAR – APL 2.4 (a); or

(2) A type rating when required in accordance with the provisions of BCAR – APL 2.4 (c).

(b) When a type rating is issued limiting the privileges to act as co-pilot, or limiting the privileges to act as pilot in command only during the cruise phase of the flight, such limitation is endorsed on the rating.

(c) For the purpose of training, testing, or specific special purpose non-revenue, non-passenger carrying flights, special authorization may be provided in writing to the license holder by the BDCA in place of issuing the class or type rating in accordance with BCAR – APL 2.5 (a). This authorization will be limited in validity to the time needed to complete the specific flight.

BCAR – APL 2.6 Requirements for the issue of class and type ratings

(a) The BDCA shall issue a class rating only to an applicant who has demonstrated the knowledge, skill and competency required for the safe operation fo the aircraft class for which the rating is sought.

(b) For the type rating required by BCAR – APL 2.4 (c) (1), the applicant shall have:

(1) Completed a course of training approved by the BDCA and gain, under the e supervision of an authorized instructor, operational experience in the applicable aircraft type or in a flight simulator, as applicable, including:

(i) normal flight procedures and maneuvers during ~~all~~ phases of flight;

(ii) abnormal and emergency procedures and maneuvers in the event of failures and malfunctions of equipment, such as engine, systems and airframe;

(iii) where applicable, instrument procedures, including instrument approach, missed approach and landing procedures under normal, abnormal and emergency conditions, including simulated engine failure;

(iv) for the issue of an aeroplane category type rating, upset prevention and recovery training; and

(v) procedures for crew incapacitation and crew coordination including allocation of pilot tasks, crew cooperation and use of checklists;

(2) Demonstrated the skill and knowledge required for the safe operation of the applicable type of aircraft, relevant to the duties of a pilot-in-command or a co-pilot as applicable; and

(3) The applicant shall demonstrate to the BDCA the knowledge required for the issue of an airline transport pilot license in accordance with BCAR – APL 2.16.1 (b).

(c) Type rating as required by BCAR – APL 2.4 (c) (2) and (c) (3).

(1) An applicant for a type rating shall demonstrated to the BDCA the knowledge and skill required for the safe operation of the aircraft type for which the rating is sought.

BCAR – APL 2.7 Use of FSTD for acquisition of experience and demonstration of skill

(a) The use of a flight simulation training device (FSTD) for the acquisition of experience, or for the conduct of any manoeuvre required to demonstrate competency for the issuance of a license or rating, shall be subject to the prior approval from the BDCA The BDCA shall ensure that the FSTD is qualified and appropriate for the training, test, or checking task for which credit is sought.

BCAR – APL 2.8 Circumstances in which an instrument rating is required

(a) The holder of a pilot license shall not act either as pilot-in-command or as co-pilot of an aircraft under instrument flight rules (IFR) unless such holder has received proper authorization from the BDCA. Proper authorization shall comprise an instrument rating appropriate to the aircraft category.

BCAR – APL 2.9 Circumstances in which authorization to conduct instruction is required

(a) The holder of a pilot license shall not carry out flight instruction required for the issue of a pilot license or rating, unless such holder of a pilot license has received proper authorization from the BDCA. Proper authorization shall comprise:

(1) A flight instructor rating on the holder's pilot license; or

(2) the authority to act as an agent of an approved training organization authorized by the BDCAto carry out flight instruction; or

(3) A specific authorization granted by the BDCA.

(b) A person shall not carry out instruction on an FSTD required for the issue of a pilot license or rating unless such person holds or has held an appropriate license or has appropriate flight training and flight experience and has received proper authorization from the BDCA.

BCAR – APL 2.10 Crediting of flight time

(a) A student pilot or the holder of a pilot license may credited all flight time, dual instruction flight time, and pilot-in-command flight time towards the total flight time required for the initial issue of a pilot license or the issue of a higher grade of pilot license.

(b) A pilot license holder who acts as co-pilot in an aircraft certificated for single pilot operations, but operated with a co-pilot as required by the BDCA, may credit not more than 50 percent of the co-pilot flight time toward the total flight time required for the issue of a higher-grade pilot license. The BDCA may authorize a pilot license holder to credit the co-pilot flight time in full toward the total flight time required for the issue of a higher grade pilot license if the aircraft is equipped for co-pilot operations and the aircraft operates in a multi-crew operation.

(c) A pilot license holder, who acts as co-pilot in an aircraft certificated for operation with a co-pilot may credit all such flight time toward the total flight time required for the issue of a higher grade of pilot license.

(d) A pilot license holder who acts as pilot-in-command under supervision may credit all such flight time toward the total flight time required for the issue of a higher grade of pilot license.

(e) Flight Time Record

(1) The holders of a pilot license who is authorized to act as a flight crew on an aircraft, shall maintain an up to date record of their aeronautical activities in a personnel logbook, and shall make that record available to the BDCA for verification upon request. The logbook shall contain sufficient information to demonstrate:

(i) continued activity and compliance with recent experience applicable to each license, rating, authorization, or approval held by the license holder

(ii) re-qualification for aeronautical functions following any period of inactivity that exceedsthe period prescribed for re-validation of the licenses or ratings;

(iii) Completion of the training and acquire the aeronautical experience required for the issuance of a higher category license, or an additional rating; and

(iv) The applicant's recent and cumulative aeronautical experience and activity.

(2) Each holder shall maintain a personal logbook that contains the information applicable to the license holder's aviation specialty, including the following::

(i) Opening Section:
- (A) The holder's personal information; and
- (B) The licenses, ratings and authorizations and approvals issued to the license holder

(ii) The holder shall record each flight and include the following information:
- (A) Date of flight
- (B) Type of Aircraft
- (C) Registration of the aircraft
- (D) Departure aerodrome
- (E) Arrival aerodrome
- (F) Flight time
- (G) Distribution of flight time
- (H) Remarks and endorsements

(iii) Summaries:
- (A) Semi – annual summaries of flight time; and
- (B) Annual summaries of flight time.

(3) The License holder shall be responsible for ensuring that the personal logbook is accurate and up to date.

(4) Entries in the personal logbook shall be certified by the heads of operations of the relevant air operator or by instructors authorized by the BDCA, in respect of license holders under their supervision.

(5) All entries shall constitute an affidavit and the license holder and shall be subject to sanction by the BDCA in the event of falsification.

(6) The BDCA reserves the right to inspect personal logbooks to verify compliance with these requirements.

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BCAR – APL 2.11 Limitation of privileges of pilots who have attained their 60th birthday and curtailment of privileges of pilots who have attained their 65th birthday

(a) To exercise the privileges of pilot in command in commercial air transport operations, the holder of a commercial pilot license issued by the BDCA shall have:
  (1) For operations with a single pilot, less than sixty years of age in the case of international operations, and less than seventy years of age in the case of national operations, and
  (2) In the case of national and international operations with more than one pilot, less than sixty-five years of age, provided that the co-pilot is less than sixty years of age.

(b) To exercise the powers of co-pilot in commercial air transport operations, the holder of a commercial pilot license must be less than sixty-five years of age, provided that the pilot in command is less than sixty years of age.

(c) A pilot who has attained their seventy birthday shall not exercise the privileges of a Commercial Pilot License or an Airline Transport License in national commercial air transport operations.

  (1) A holder of Commercial pilot license or an Airline Transport Pilot License who has attained seventy years of age may exercise only the privileges of Private Pilot License; Notwithstanding the above, the holder of a Commercial Pilot License who has attained seventy years of age may continue to exercise the privileges of that license for the conduct of aerial work operations not performed under an Air Operator Certificate (AOC).

BCAR – APL 2.12 Student Pilot License

(a) General Requirements

  (1) A student pilot shall meet requirements established by the BDCA. In establishing such requirements, the BDCA shall ensure that the privileges granted shall not permit student pilots to constitute a hazard to air navigation.

    (i) The applicant shall have attained eighteen years of age.
    (ii) An applicant who has attained the age of seventeen years but has not attained the age of eighteen years shall provide a written consent from a parent or legal guardian. The consent shall be duly authenticated by a lawyer or notary public.
    (iii) The applicant shall be enrolled in a theoretical knowledge course and a practical flight training course conducted by a training organization approved by the BDCA.

(b) A student pilot shall not conduct a solo flight unless authorized and supervised in accordance with procedures established by an authorized flight instructor.

  (1) A student pilot shall not conduct a solo international flight unless the BDCA has established a special or general arrangement with the Contracting State concerned.

  (2) A student pilot shall pass a pre-solo theoretical examination before conducting the first pre solo flight.

(3) A Student Pilot Permit shall not be required for a person receiving flight instruction who is the holder of a valid pilot license. Where a person receiving flight instruction holds a pilot license that has lapsed due to failure to revalidate it following the expiration of the corresponding medical certificate, the BDCA may provisionally revalidate that license for the sole purpose of flight instruction.

(c) A student pilot is not permitted to fly solo unless that student pilot holds at least a current Class 2 medical certificate.

BCAR – APL 2.13 Private Pilot License

BCAR – APL 2.13.1 General requirements for the issue of the license appropriate to the aeroplane, airship, rotorcraft and powered-lift categories

(a) Age Requirements

(1) The applicant shall be not less than 18 years of age.

(b) Knowledge

(1) An applicant for a private pilot license shall demonstrate a level f knowledge appropriate to the privileges of a private pilot license and to the category of aircraft for which the license is sought in at least the following subjects::

(i) Air law

(A) Rules and regulations relevant to the holder of a private pilot license; rules of the air; altimeter setting procedures; appropriate air traffic services practices and procedures

(ii) Aircraft general knowledge for aeroplanes, airships, helicopters and powered-lifts

(A) Principles of operation and functioning of engines, systems and instruments;

(B) Operating limitations of the relevant category of aircraft and engines; relevant operational information from the flight manual or other appropriate document;

(C) For helicopters and powered-lifts, transmission (power trains) where applicable;

(D) For airships, physical properties and practical application of gases;

(iii) Flight performance, planning and loading

(A) Effects of loading and mass distribution on flight characteristics; mass and balance calculations;

(B) Use and practical application of take-off, landing and other performance data;

(C) Pre-flight and en-route flight planning appropriate to private operations under VFR;

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preparation and filing of air traffic services flight plans; appropriate air traffic services procedures; position reporting procedures; altimeter setting procedures; operations in areas of high-density traffic;

(iv) Human performance

(A) human performance, including threat and error management principles;

(v) Meteorology

(A) Application of elementary aeronautical meteorology; use of, and procedures for obtaining, meteorological information; altimetry; hazardous weather conditions;

(vi) Navigation

(A) Practical aspects of air navigation and dead-reckoning techniques; use of aeronautical charts;

(vii) Operational procedures

(A) Application of threat and error management principles to operational performance;

(B) Altimeter setting procedures;

(C) Use of aeronautical documentation such as AIP, NOTAM, aeronautical codes and abbreviations;

(D) Appropriate precautionary and emergency procedures, including action to be taken to avoid hazardous weather, wake turbulence and other operating hazards;

(E) In the case of helicopters, and if applicable, powered-lifts, settling with power; ground resonance; retreating blade stall; dynamic rollover and other operating hazards; safety procedures, associated with flight in VMC;

(viii) Principles of flight

(A) Principles of flight;

(ix) Radiotelephony

(A) communication procedures and phraseology as applied to VFR operations; action to be taken in case of communication failure.

(c) Skill

(1) An applicant for a private pilot license shall demonstrate the ability to perform the duties of pilot-in-command in the applicable aircraft category by completing the procedures and maneuvers described in BCAR – APL 2.13.4 (b) or BCAR – APL 2.13.5 (b)(1) or BCAR – APL 2.13.7 (b) or BCAR – APL 2.13.8 (b) , as applicable, with a level of competency appropriate to the privileges of a private pilot license, and the applicant shall demonstrate the ability to:

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(i) Recognize and manage threats and errors;

(ii) Operate the aircraft within its limitations;

(iii) Complete all maneuvers with smoothness and accuracy;

(iv) Exercise good judgement and airmanship;

(v) Apply aeronautical knowledge; and

(vi) Maintain control of the aircraft at all times in a manner such that the successful outcome of a procedure or maneuver is assured.

(d) An applicant for a private pilot license shall hold at least a valid Class 2 medical certificate.
(e) To maintain the exercise of license privileges, the license holder shall complete a flight review approved by the BDCA and meet the applicable recent experience requirements..

BCAR – APL 2.13.2 Renewal of the PPL (A) License

(a) The BDCA shall renew an applicant's private pilot license – aeroplane (A) and associate ratings within the the corresponding renewal period provided the applicant satisfies the recent experience requirements, holds a valid and appropriate medical certificate for the license, and presents the required flight records. Where the applicant does not satisfy the recent experience requirement, the holder shall re-establish the privileges of the license in accordance with the provisions set out below.

(1) Recent Experience requirements for the renewal of a Private Pilot License – Aeroplane (A).
(i) Presenta valid medical certificate; and

(ii) Demonstrate that have carried out at least three takeoffs and three landings in an aircraft of the same class within the ninety days preceding the date of renewal application.

(2) Re-establishment of Privileges where the license remains current.
Where a holder of a PPL – Aeroplane (A) does not meet the applicable recent experience requirements and as a result, is no longer entitled to exercise the privileges of the license, but the license remains current d, the holder shall:

(i) Complete at least three hours of familiarization training with a BDCA approved training organization or a BDCA Ops Inspector or designated flight examiner who holds a valid flight instructor rating.
(ii) Hold a valid medical certificate appropriate to the license.
(iii) submit a personal logbook evidencing completion of the required familiarization training hours, endorsed by the BDCA approved training organization, BDCA Operations Inspector, or Designated Flight Examiner.

(3) Re establishment of Privileges where the license has expired

When the holder of a PPL (A) license does not meet the applicable recent experience requirements and, is no longer entitle to exercise the privileges of the license, and the license has expired, the holder shall:

(i) Request flight authorization from the BDCA to conduct familiarization training.

(ii) Complete at least three hours of the familiarization training at a BDCA approved training organization or a BDCA Operations Inspector or designated flight examiner who holds a valid flight instructor rating.

(iii) Hold a valid medical certificate appropriate to the license; and

(iv) Submit a personal logbook evidencing completion of the required familiarization training hours, endorsed by the BDCA approved training organization, BDCA Operations Inspector, or Designated Flight Examiner.

BCAR – APL 2.13.3 Privileges of the holder of the license and the conditions to be observed in exercising such privileges

(a) Subject to complying with the requirements specified in BCAR – APL 1.2.10, BCAR – APL 1.2.11, BCAR – APL 1.3(a), BCAR – APL 1.3.2 and BCAR – APL Subpart A (a), the privileges of the holder of a private pilot license shall be to act, but not for remuneration, as pilot-in-command or co-pilot of aircraft within the appropriate aircraft category engaged in non-revenue flights.

(b) Before exercising the privileges at night, the license holder shall receive dual instruction in aircraft within the appropriate category of aircraft in night flying, including take-off, landing and navigation.

BCAR – APL 2.13.4 Specific requirements for the issue of the aeroplane category rating

(a) Experience

(1) An applicant for an aeroplane category rating shall completed not less than forty hours of flight time, or thirty five hours if completed during a course of approved training, as a pilot of aeroplanes appropriate to the class rating sought. The BDCA shall consider whether the experience as a pilot under instruction in an FSTD is acceptable as part of the total flight time of 40 hours or 35 hours, as the case may be and the credit for such experience shall be limited to a maximum of five hours.

(2) The BDCA shall recognize an applicant for an aeroplane category raing prior flight experience in aircraft from other categories, if such experience is obtained in an ICAO contracting state. However, the BDCA shalll determine the extent to which the flight time requirements under BCAR – APL 2.13.4 (a)(1) may be reduced accordingly.

(3) The applicant for an aeroplane category rating shall complete at least ten hours of solo flight time appropriate to the class rating sought, under the supervision of an authorized flight instructor, including five hours of solo cross-country flight time with at least one cross-country flight totaling not less than 270 km (150 NM), in the course of which full-stop landings at two different airports shall be made.

(b) Flight instruction

(1) The applicant for aeroplane category rating shall receive dual instruction in aeroplanes appropriate to the class rating sought, from an authorized flight instructor. The authorized flight instructor shall ensure that the applicant for an aeroplane category rating has operational experience in at least the following areas to the level of performance required for the private pilot, namely:

(i) To recognize and manage threats and errors;
(ii) pre-flight operations, including mass and balance determination, aeroplane inspection and servicing;
(iii) aerodrome and traffic pattern operations, collision avoidance precautions and procedures;
(iv) control of the aeroplane by external visual reference;
(v) flight at critically slow airspeeds, recognition of, and recovery from incipient and full stalls;
(vi) flight at critically high airspeeds, recognition of, and recovery from, spiral dives;
(vii) normal and cross-wind take-offs and landings;
(viii) maximum performance take-offs in respect of short-field and obstacle clearance, short-field landings;
(ix) flight reference solely to instruments, including the completion of a level 180° turn;
(x) cross-country flying using visual reference, dead reckoning and, where available, radio navigational aids;
(xi) emergency operations, including simulated aeroplane equipment malfunctions;
(xii) operations to, from and transiting controlled aerodromes, compliance with air traffic controls procedures; and
(xiii) communication procedures and phraseology.

(2) The instrument experience specified in BCAR – APL 2.13.4 (b)(ix) and the night flying dual instruction in BCAR – APL 2.13.3 (b) does not confer the privileges of a private pilot license holder to operate an an aeroplane under IFR.

BCAR – APL 2.13.5 Specific requirements for the issue of the rotorcraft category rating

(a) Experience

(1) An applicant shall completed not less than forty hours of flight time, or thirty five hours if completed during a course of approved training, as a pilot of rotorcraft. The BDCA shall consider whether the experience as a pilot under instruction in an FSTD is acceptable as part of the total flight time of fortyhours or thirty five hours, as the case may be and the credit for such experience shall be limited to a maximum of five hours.

(i) The BDCA may recognize an applicant's prior flight experience in aircraft from other categories, if such experience has been obtained in an ICAO contracting state. However, the BDCA shall determine the extent to which the flight time requirements for the category and type of license sought under BCAR – APL 2.13.4 (a)(1) may be reduced accordingly.

(2) An applicant for the rotorcraft category rating shall complete in rotorcraft not less than ten

hours of solo flight time under the supervision of an authorized flight instructor, including five hours of solo cross-country flight time with at least one cross-country flight totaling not less than 180 km (100 NM) in the course of which landings at two different points shall be made.

(b) Flight instruction

(1) An applicant for the rotorcraft category rating shall received not less than twenty hours of dual instruction time in helicopters from an authorized flight instructor. The authorized flight instructor shall ensure that the applicant for the rotorcraft category rating has operational experience in at least the following areas to the level of performance required for the private pilot:

(i) recognize and manage threats and errors;
(ii) pre-flight operations, including mass and balance determination, helicopter inspection and servicing;
(iii) aerodrome and traffic pattern operations, collision avoidance precautions and procedures;
(iv) control of the helicopter by external visual reference;
(v) recovery at the incipient stage from settling with power; recovery techniques from low-rotor rpm within the normal range of engine rpm;
(vi) ground maneuvering and run-ups; hovering; take-offs and landings — normal, out of wind and sloping ground;
(vii) take-offs and landings with minimum necessary power; maximum performance take-off and landing techniques, restricted site operations; quick stops;
(viii) cross-country flying using visual reference, dead reckoning and, where available, radio navigational aids, including a flight of at least one hour;
(ix) emergency operations, including simulated helicopter equipment malfunctions; autorotative approach;
(x) operations to, from and transiting controlled aerodromes, compliance with air traffic controls procedures; and
(xi) communication procedures and phraseology.

(A) The applicant for the rotorcraft category rating shall receive dual instrument flight instruction from an authorized flight instructor. The authorized flight instructor shall ensure that the applicant for the rotorcraft category rating has operational experience in flight by reference solely to instruments, including the completion of a level 180° turn, in a appropriately instrumented helicopter.

(2) The instrument experience specified in BCAR – APL 2.13.5 (b)(1)(A) and the night flying dual instruction in BCAR – APL 2.13.4 (b) do not confer the privileges of the holder of a private pilot license to operate a helicopter under IFR.

BCAR – APL 2.13.6 Renewal of the PPL (H) License

(a) The BDCA shall renew an applicant's private pilot license (H) and associated ratings within the corresponding renewal period provided the applicant satisfies the recent experience requirements, holds a valid and appropriate medical certificate for the license and presents the required flight records. Where the applicant does not satisfy the recent experience

requirement, the holder shall re-establish the privileges of the license in accordance with the provisions set out below:

(1) Recent experience requirements for the renewal of a Private Pilot License – Helicopter (H)

(i) Present a valid medical certificate; and

(ii) Demonstrate to have carried out at least three takeoffs and three landings flying in an aircraft of the same class within the ninety days preceding the date of renewal application.

(2) Re-establishment of privileges where the license remains current.

Where a holder of a PPL – Helicopter (H) does not meet the applicable recent experience requirements and as a result, is no longer entitled to exercise the privileges of the license, but the license remains current, valid, the holder shall:

(i) Complete at least three hours of familiarization training with a BDCA approved training organization or a BDCA Operations Inspector or designated flight examiner who holds a valid flight instructor rating.
(ii) Hold a valid medical certificate appropriate to the license.
(iii) submit a personal logbook evidencing completion of the required familiarization training, endorsed by the BDCA approved training organization, BDCA Operations Inspector, or designated flight examiner.

(3) Re-establishment of privileges where the license has expired

When the holder of a PPL (H) license does not meet the applicable recent experience requirements and is no longer entitled to exercise the privileges of the license, and the license has also been expired, the holder shall:

(i) Request a flight authorization from the BDCA to conduct familiarization training.
(ii) Complete at least three hours of the familiarization training at an BDCA approved training organization or a BDCA Operations Inspector or designated flight examiner who holds a valid flight instructor rating.
(iii) Hold a valid medical certificate appropriate to the license.
(iv) Submit a personal logbook evidencing completion of the required familiarization training hours, endorsed by the BDCA approved training organization, BDCA Operations Inspector, or designated flight examiner.

BCAR – APL 2.13.7 Specific requirements for the issue of the powered – lift category rating

(a) Experience

(1) An applicant shall complete not less than forty hours of flight time as a pilot of powered-lifts. The BDCA shall consider whether the experience as a pilot under instruction in a FSTD, is acceptable as part of the total flight time of forty hours.

(2) The BDCA may recognize an applicant's prior flight experience in aircraft from other categories, as long as such experience has been obtained in an ICAO contracting state.

However, the BDCA will determine the extent to which the flight time for the category and type of license sought under BCAR – APL 2.13.5 (a)(1) can be reduced accordingly.

(3) The applicant shall have completed in powered-lift not less than 10 hours of solo flight time under the supervision of an authorized flight instructor, including 5 hours of solo cross-country flight time with at least one cross-country flight totaling not less than 270 km (150 NM) in the course of which full-stop landings at two different aerodromes shall be made.

(b) Flight instruction

(1) The applicant shall have received not less than 20 hours of dual instruction time in powered-lifts from an authorized flight instructor. The authorized flight instructor shall ensure that the applicant for the powered – lift category has operational experience in at least the following areas to the level of performance required for the private pilot:

(i) Recognize and manage threats and errors;
(ii) Pre-flight operations, including mass and balance determination, powered-lift inspection and servicing;
(iii) Airport and traffic pattern operations, collision avoidance precautions and procedures;
(iv) Control of the powered – lift by external visual reference;
(v) Ground maneuvering and run-ups; hover and rolling take-offs and climb-out; hover and rolling approach and landings – normal, out of wind and sloping ground;
(vi) Take-offs and landings with minimum necessary power; maximum performance take-off and landing techniques; restricted site operations; quick stops;
(vii) Flight by reference solely to instruments, including the completion of a level 180° turn;
(viii) Recovery at the incipient stage from settling with power; recovery techniques from low-rotor rpm within the normal;
(ix) Cross-country flying using visual reference, dead reckoning, where available, radio navigational aids, including a flight of at least one hour;
(x) Emergency operations, including simulated powered-lift equipment malfunctions; power of reconversion to autorotation and autorotative approach; where applicable; transmission and interconnect driveshaft failure, where applicable;
(xi) Operations to, from and transiting controlled aerodromes, compliance with air traffic controls procedures; and
(xii) Communication procedures and phraseology.

(2) The instrument experience specified in BCAR – APL 2.13.7 (b)(1)(vii) and the night flying dual instruction in BCAR – APL 2.13.2 (b) do not entitle the holder of a private pilot license to pilot powered – lifts under IFR.

BCAR – APL 2.13.8 Specific requirements for the issue of the airship category rating

(a) Experience

(1) An applicant for a pilot license with an airship category rating shall complete at least twenty - five hours of flight time as a pilot of airships, including at least:

(i) Three hours of cross-country flight training in an airship with a cross-country flight totaling not less than 45 km (25 NM);

(ii) Five take-offs and five landings to a full stop at an aerodrome with each landing involving a flight in the traffic pattern at an aerodrome;

(iii) Three hours of instrument time; and

(iv) Five hours as pilot performing the duties of the pilot-in-command under the supervision of the pilot in command.

(b) Flight instruction

(1) An applicant for a pilot license with an airship category rating shall received dual instruction in airships from an authorized flight instructor. The authorized flight instructor shall ensure that the applicant has received instruction in at least the following areas:

(i) recognize and manage threats and errors;
(ii) pre-flight operations, including mass and balance determination, airship inspection and servicing;
(iii) ground reference maneuvers;
(iv) aerodrome and traffic pattern operations, collision avoidance precautions and procedures;
(v) techniques and procedures for the take-off, including appropriate limitations, emergency procedures and signals used;
(vi) control of the airship by external visual reference;
(vii) take-offs, landings and go-arounds;
(viii) maximum performance (obstacle clearance) take-offs;
(ix) flight by reference solely to instruments, including the completion of a level 180° turn;
(x) navigation, cross-country flying using visual reference, dead reckoning and radio navigational aids;
(xi) emergency operations (recognition of leaks), including simulated airship equipment malfunctions; and
(xii) communication procedures and phraseology.

(2) The instrument experience specified in BCAR – APL 2.13.8 (b)(1)(ix) and the night flying dual instruction specified in BCAR – APL 2.13.2 (b) do not entitle the holder of a private pilot license to pilot airships under IFR.

BCAR – APL 2.13.9 Requirements for the conversion of a private pilot license issued by another Contracting State

(a) An applicant for a private pilot license conversion shall:

(1) be at least eighteen years of age.
(2) holds a pilot license issued by the Civil Aviation Authority of another ICAO Contracting State that is equivalent to the private pilot license issued by the BDCA.
(3) hold at least a current class 2 medical certificate.
(4) present a valid government – issued Identification document or Passport
(5) holds a valid English Language proficiency at a minimum of ICAO Level 4.
(6) pass the required aeronautical knowledge and skill test.

(7) provides the Director of the BDCA with evidence of having successfully completed the aeronautical knowledge and skill test for the grant of a private pilot license.
(8) meet the aeronautical experience requirements of these Regulations that apply to the aircraft category and class rating sought before applying for the skill test required under subparagraph (7)

(b) Where a type rating is required the applicant for a private pilot license conversion shall satisfy the requirements of BCAR – APL 2.4 (c)

(c) Where an instrument rating is required the applicant for a private pilot license conversion shall satisfy the requirements on BCAR – APL 2.16.9.

(d) An applicant for a private pilot license conversion may use only one pilot license issued by the Civil Aviation Authority of another ICAO Contracting State as a basis for obtaining a private pilot license issued by the Director.

(e) An applicant for a private pilot license conversion shall provide:

(1) a pilot license issued by the Civil Aviation Authority of another ICAO Contracting State and medical certification in the English language; or

(2) a pilot license issued by the Civil Aviation Authority of another ICAO Contracting State and the medical certification, accompanied by an English language transcription that has been signed by an official or representative of the Civil Aviation Authority of that other ICAO Contracting State.

BCAR – APL 2.13.10 Requirements for the validation of a private pilot license issued by another Contracting State

(a) The applicant seeking validation of a private pilot license issued by another ICAO Contracting State shall meet the following requirements:

(1) be at least eighteen years of age.
(2) holds a pilot license issued by the Civil Aviation Authority of another ICAO Contracting State that is equivalent to the private pilot license issued by the BDCA.
(3) hold a valid medical certificate issued by the ICAO Contracting State.
(4) holds a valid class 2 medical certificate issued by the BDCA.
(5) provide logbook evidence meeting the aeronautical flight experience requirements as prescribed in this BCAR for a private pilot license. The personal logbook shall be certified by the training organization attended.
(6) present a valid Government issued Identification document or Passport
(7) hold a valid English Language Proficiency at a minimum ICAO level 4.
(8) shall satisfactorily complete the aeronautical knowledge examination administered by the BDCA.

(b) Where an instrument rating is required the applicant seeking validation of a private pilot license issued by another Contracting State shall satisfy the requirements on BCAR – APL 2.16.9.

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(c) An applicant under this regulation may use only one foreign pilot license as the basis for validation granted by the Director of the BDCA for private pilot privileges only.

(d) An applicant seeking validation of a private pilot license issued by another Contracting State under this regulation shall provide:

(1) A foreign pilot license and medical certificate in the English language; or

(2) If the foreign pilot license and the medical certificate are not issued in the English language, the applicant shall submit them accompanied by a certified English language translation prepared by a certified translator.

BCAR – APL 2.14 Commercial Pilot License

BCAR – APL 2.14.1 General requirements for the issue of the commercial pilot license appropriate to the aeroplane, airship, rotorcraft and powered – lift categories

(a) Age Requirements

(1) The applicant for a commercial pilot license shall be not less than 18 years of age.

(b) Knowledge

(1) An applicant for a commercial pilot license shall demonstrate a level of knowledge appropriate to the privileges of a commercial pilot license and the category of aircraft for which the l license sought in at least the following subjects:

(i) Air law:

(A) rules and regulations relevant to the holder of a commercial pilot license; rules of the air; appropriate air traffic services practices and procedures;
(B) aircraft general knowledge for aeroplanes, airships, helicopters and powered-lifts
(C) principles of operation and functioning of engines, systems and instruments;
(D) operating limitations of the relevant category of aircraft and engines; relevant operational information from the flight manual or other appropriate document;
(E) use and serviceability checks of equipment and systems of appropriate aircraft;
(F) maintenance procedures for airframes, systems and engines of appropriate aircraft;
(G) for helicopters and powered-lifts, transmission (power trains) where applicable;
(H) for airships, physical properties and practical application of gases;

(ii) Flight performance, planning and loading

(A) effects of loading and mass distribution on aircraft handling, flight characteristics and performance; mass and balance calculations;
(B) use and practical application of take-off, landing and other performance data;
(C) pre-flight and en-route flight planning appropriate to commercial operations under VFR; preparation and filing of air traffic services flight plans; appropriate air traffic services procedures; altimeter setting procedures;

(D) in the case of airships, helicopters and powered-lifts, effects of external loading on handling;

(iii) Human performance

(A) human performance including threat and error management principles;

(iv) Meteorology

(A) interpretation and application of aeronautical meteorological reports, charts and forecasts; use of, and procedures for obtaining, meteorological information, pre-flight and in-flight; altimetry;
(B) 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;
(C) causes, recognition and effects of icing; frontal zone penetration procedures; hazardous weather avoidance;

(v) Navigation

(A) air navigation, including the use of aeronautical charts, instruments and navigation aids; an understanding of the principles and characteristics of appropriate navigation systems; operation of airborne equipment;
(B) in the case of airships:
(1) use, limitation and serviceability of avionics and instruments necessary for control and navigation;
(2) use, accuracy and reliability of navigation systems used in departure, en-route, approach and landing phases of flight, identification of radio navigation aids;
(3) principles and characteristics of self-contained and external referenced navigation systems, operation of airborne equipment;

(vi) Operational procedures

(A) application of threat and error management to operational performance;
(B) Use of aeronautical documentation such as AIP, NOTAM, aeronautical codes and abbreviations;
(C) altimeter setting procedures;
(D) appropriate precautionary and emergency procedures;
(E) operational procedures for carriage of freight; potential hazards associated with dangerous goods;
(F) requirements and practices for safety briefing to passengers, including precautions to be observed when embarking and disembarking from aircraft;
(G) in the case of helicopters, and if applicable, powered-lifts, settling with power; ground resonance; retreating blade stall; dynamic rollover and other operating hazards; safety procedures, associated with flight in VMC;

(vii) Principles of flight

(A) principles of flight;

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(viii) Radiotelephony

(A) communication procedures and phraseology as applied to VFR operations; action to be taken in case of communication failure.

(c) Skill

(1) An applicant for a commercial pilot license shall demonstrate the ability to perform the duties of pilot-in-command in the applicable aircraft category , by completing the procedures and maneuvers described in BCAR – APL 2.14.3 (b)(1) or BCAR – APL 2.14.5 (b) or BCAR – APL 2.14.7 (b) or BCAR – APL 2.14.8 (b), as applicable with a level of competency appropriate to the privileges granted to the holder of a commercial pilot license, and shall demonstrate the ability to:

(i) recognize and manage threats and errors;
(ii) operate the aircraft within its limitations;
(iii) complete all maneuvers with smoothness and accuracy;
(iv) exercise good judgement and airmanship;
(v) apply aeronautical knowledge; and
(vi) maintain control of the aircraft at all times in a manner such that the successful outcome of a procedure or maneuver is assured.

(d) The applicant shall hold a current Class 1 medical certificate.

BCAR – APL 2.14.2 Privileges of the holder of a commercial pilot license and the conditions to be observed in exercising such privileges

(a) Subject to compliance with the requirements specified in BCAR – APL 1.2.10, BCAR – APL 1.2.11, BCAR – APL 1.3 (a), BCAR – APL 1.3.2 and BCAR – APL Subpart B (A), the holder of a commercial pilot license shall have the privileges to:

(1) exercise the privileges of the holder of a private pilot license in an aircraft within the appropriate aircraft category;
(2) act as pilot-in-command of an aircraft within the appropriate aircraft category engaged in operations other than commercial air transportation;
(3) act as pilot-in-command, in commercial air transportation, of an aircraft within the appropriate aircraft category that is certificated for single-pilot operation;
(4) act as co-pilot of an aircraft within the appropriate aircraft category that is required to be operated with a co-pilot; and
(5) for the airship category, pilot an airship under IFR.

(b) Before exercising the privileges under this section at night, the license holder shall have received dual instruction in night flying in an aircraft within the appropriate category of aircraft, including instruction in take-off, landing and navigation.

BCAR – APL 2.14.3 Specific requirements for the issue of the aeroplane category rating

(a) Experience

(1) The applicant of a commercial pilot license shall completed not less than 200 hours of flight time, or 150 hours if completed during a course of approved training, as a pilot of aeroplanes. The BDCA shall consider whether the experience as a pilot under instruction in an FSTD is acceptable as part of the total flight time of 200 hours or 150 hours, as the case may be, and the credit for such experience shall be limited to a maximum of 20 hours.

(i) The applicant for a commercial pilot license aeroplane shall have completed not less than:

(A) 100 hours as pilot in command, or in the case of a course of approved training, 70 hours as pilot in command;
(B) 20 hours of cross-country flight time as pilot in command, including a cross-country flight totaling not less than 540 km (300 NM) in the course of which the applicant shall make full-stop landings at two different aerodromes shall be made;
(C) 10 hours of instrument instruction time, of which not more than 5 hours may be instrument ground time; and
(D) If the applicant intends to exercise the privileges of the license for a aeroplane category at night five hours of night flight time, including five take-offs and five landings as pilot in command.

(2) The BDCA may recognize an applicant's prior flight experience in aircraft from other categories, as long as such experience has been obtained in an ICAO contracting state. However, the BDCA shall determine whether the extent to which the flight time for the category and type of license sought under BCAR – APL 2.14.3 (a)(1) may be reduced accordingly.

(b) Flight instruction

(1) An applicant for a commercial pilot license with an aeroplane category rating shall have received dual instruction in aeroplanes appropriate to the class or type rating, sought from an authorized flight instructor. The authorized flighty instructor shall ensure that the applicant has operational experience in at least the following areas to the level of performance required for the commercial pilot:

(i) recognize and manage threats and errors;
(ii) pre-flight operations, including mass and balance determination, aeroplane inspection and servicing;
(iii) aerodrome and traffic pattern operations, collision avoidance precautions and procedures;
(iv) control of the aeroplane by external visual reference;
(v) flight at critically slow airspeeds; spin avoidance; recognition of, and recovery from, incipient and full stalls;
(vi) flight with asymmetrical power for multi-engine class or type ratings;
(vii) flight at critically high airspeeds; recognition of, and recovery from, spiral dives;

(viii) normal and crosswind take-offs and landings;
(ix) maximum performance (short field and obstacle clearance) take-offs; short-field landings;
(x) basic flight maneuvers and recovery from unusual attitudes by reference solely to basic flight instruments;
(xi) cross-country flying using visual reference, dead reckoning and radio navigation aids; diversion procedures;
(xii) abnormal and emergency procedures and maneuvers including simulated aeroplane equipment malfunctions;
(xiii) operations to, from and transiting controlled aerodromes, compliance with air traffic services procedures; and
(xiv) communication procedures and phraseology.

(c) The instrument experience specified in BCAR – APL 2.14.3 (a)(1)(i)(C) and BCAR – APL 2.14.3 (b)(1)(x) and the night flying experience and dual instruction specified in BCAR – APL 2.14.3. (a)(1)(i)(D) and BCAR – APL 2.14.2 (b) do not entitle the holder of a commercial pilot license to pilot aeroplanes under IFR.

(d) The applicant for a commercial pilot license aeroplane shall have received, in actual flight, upset prevention and recovery training approved by the BDCA.

BCAR – APL 2.14.4 Renewal of the CPL (A) License

(a) The BDCA shall renew an applicant's private pilot license – aeroplane (A) and associated ratings within the corresponding renewal period, provided the applicant satisfies the recent experience requirements, holds a valid and appropriate medical certificate for the license, and presents the required flight records. Where the applicant does not satisfy the recent experience requirement, the holder shall re-establish the privileges of the license in accordance with the provisions set out below.

(1) Recent experience requirements for the renewal of a Commercial Pilot License – Aeroplane (A)

(i) Present a valid medical certificate; and

(ii) Demonstrate that have carried out at least three takeoffs and three landings in an aircraft of the same class within the ninety days preceding the date of renewal application.

(2) Re-establishment of Privileges where the license remains current.
Where a holder of a CPL – Aeroplane (A) does not meet the applicable recent experience requirements and as a result, is no longer entitled to exercise the privileges of the license, but the license remains current, the holder shall:

(i) Complete at least three hours of familiarization training with a BDCA approved training organization or a BDCA Operations Inspector or designated flight examiner who holds a valid flight instructor rating.
(ii) Hold a valid medical certificate appropriate to the license.

(iii) submit a personal logbook evidencing completion of the required familiarization training hours, endorsed by the BDCA approved training organization, BDCA Operations Inspector, or designated flight examiner.

(3) Re-establishment of privileges where the license has expired

Where the holder of a CPL (A) license does not meet the applicable recent experience requirements, and is no longer entitled to exercise the privileges of the license, and the license has expired, the holder shall:

(i) request flight authorization from the BDCA to conduct familiarization training.
(ii) complete at least three hours of the familiarization training at a BDCA approved training organization or a BDCA Operations Inspector or designated flight examiner who holds a valid flight instructor rating.
(iii) hold a valid medical certificate appropriate to the license.
(iv) provide a personal logbook evidencing completion of the required familiarization training, endorsed by the BDCA approved training organization, BDCA Operations Inspector, or designated flight examiner.

BCAR – APL 2.14.5 Specific requirements for the issue of the rotorcraft category rating

(a) Experience

(1) An applicant for the issue of the rotorcraft category rating shall complete at least 150 hours of flight time as a pilot of helicopters, or 100 hours if the flight time was completed during a course of approved training,. The BDCA shall credit the experience gained as a pilot under instruction in an FSTD toward the total flight time of 150 hours or 100 hours, as the case may be, provided that such credit shall not exceed 10 hours.

(i) The applicant for a commercial pilot license of helicopter shall have completed not less than:

(A) 35 hours as pilot in command;
(B) 10 hours of cross-country flight time as pilot in command including a cross-country flight in the course of which landings at two different points shall be made;
(C) 10 hours of instrument instruction time of which not more than 5 hours may be instrument ground time; and
(D) If the applicant intends to exercise the privileges of the license for a rotorcraft category at night, five hours of night flight time, including five take-offs and five landing patterns as pilot-in-command.

(2) The BDCA may recognize an applicant's prior flight experience in aircraft from other categories, provided the applicant obtained such experience in an ICAO contracting state. The BDCA shall determine whether the extent to which the required flight time for the category and type of license sought under. BCAR – APL 2.4.4.1.1 ought to be reduced accordingly.

(b) Flight instruction

(1) The applicant for the issue of the rotorcraft category rating shall receive dual instruction in helicopters from an authorized flight instructor. The authorized flight instructor shall ensure that the applicant has operational experience in at least the following areas, to the level of performance required for the commercial pilot license:

(i) recognize and manage threats and errors
(ii) pre-flight operations, including mass and balance determination, helicopter inspection and servicing;
(iii) aerodrome and traffic pattern operations, collision avoidance precautions and procedures;
(iv) control of the helicopter by external visual reference;
(v) recovery at the incipient stage from settling with power; recovery techniques from low-rotor rpm within the normal range of engine rpm;
(vi) ground maneuvering and run-ups; hovering; take-offs and landings — normal, out of wind and sloping ground; steep approaches;
(vii) take-offs and landings with minimum necessary power; maximum performance take-off and landing techniques; restricted site operations; quick stops;
(viii) hovering out of ground effect; operations with external load, if applicable; flight at high altitude;
(ix) basic flight maneuvers and recovery from unusual attitudes by reference solely to basic flight instruments;
(x) cross-country flying using visual reference, dead reckoning and radio navigation aids; diversion procedures;
(xi) abnormal and emergency procedures, including simulated helicopter equipment malfunctions, autorotative approach and landing;
(xii) operations to, from and transiting controlled aerodromes, compliance with air traffic services procedures; and
(xiii) communication procedures and phraseology.

(2) The instrument experience specified under BCAR – APL 2.14.5(a)(1)(i) (C) and BCAR – APL 2.14.5 (b), together with the night flying experience and dual instruction prescribed under BCAR – APL 2.14.5 (a)(1)(i)(D) and BCAR – APL 2.14.5 (b)(ix) do not entitle the holder of a commercial pilot license to pilot helicopters under IFR.

BCAR – APL 2.14.6 Renewal of the CPL (H) License

(a) The BDCA shall renew an applicant's commercial pilot license – Helicopter (H)license and associated ratings within the corresponding renewal period, provided the applicant satisfies the recent experience requirements, holds a valid medical certificate appropriate to the license, and presents the required flight records. Where the applicant does not satisfy the recent experience requirement, the holder shall re-establish the privileges of the r license in accordance with the provisions set out below.

(1) Recent experience requirements for the renewal of a Commercial Pilot License - Helicopter (H)

(i) Present a valid medical certificate; and

(ii) Demonstrate to have carried out at least three takeoffs and three landings in an aircraft of the same class within the ninety days preceding the date of renewal application.

(2) Re-establishment of privileges where the license remains current

Where a holder of a CPL – Helicopter (H) does not meet the applicable recent experience requirements and as a result , is no longer entitled to exercise the privileges of the license, but the license remains current, the holder shall:

(i) complete at least three hours of familiarization traininwithat a BDCA approved training organization or a BDCA Operations Inspector or designated flight examiner who holds a valid flight instructor rating.
(ii) hold a valid medical certificate appropriate to the license.
(iii) submit a personal logbook evidencing completion of the required familiarization training hours, endorsed by the BDCA approved training organization, BDCA Operationss Inspector, or designated flight examiner.

(3) Re-establishment of pivileges where the license has expired.

Where the holder of a CPL (H) licensedoes not meet the applicable recent experience requirements and, is no longer entitled to exercise the privileges of the license, and the license has expired, the holder shall:

(i) request a flight authorization from the BDCA to conduct familiarization training.
(ii) complete at least three hours of the familiarization training at an BDCA approved training organization or a BDCA Operations Inspector or designated flight examiner who holds a valid flight instructor rating.
(iii) hold a valid medical certificate appropriate to the license; and.
(iv) submit a personal logbook evidencing completion of the required familiarization training hours, endorsed by the BDCA approved training organization, BDCA Operations Inspector, or designated flight examiner.

BCAR – APL 2.14.7 Specific requirements for the issue of the powered – lift category rating

(a) Experience

(1) An applicant for the issue of the powered – lift category rating shall completed at least 200 hours of flight time as a pilot of powered-lifts, or 150 hours if the flight time was completed during a course of approved training. The BDCA shall credit the experience gained a pilot under instruction in an FSTD toward the total flight time of 200 hours or 150 hours, as the case may be.

(2) An applicant for the issue of the powered – lift category rating shall complete in a powered-lift at least :

(i) 50 hours as pilot in command;
(ii) 10 hours of cross-country flying as pilot in command including a cross-country flight totaling at least than 540 km (300 NM) in the course of which full stop landing at two different aerodromes shall be made;

(iii) 10 hours of instrument instruction of which not more than 5 hours may be instrument ground time; and
(iv) If the applicant intends to exercise the privileges of the license for a powered lift category at night, five hours of night flight time ,including five take-offs and landings as pilot in command.

(3) The BDCA may recognize an applicant's prior flight experience in aircraft from other categories, provided the applicant obtained such experience in an ICAO contracting state. The BDCA shall determine whether the extent to which the required flight time for the category and type of license sought under. BCAR – APL 2.14.7 (a)(1), ought to be reduced accordingly.

(b) Flight instruction

(1) The applicant for the issued of the rotorcraft category rating shall receive dual instruction time in a powered-lift from an authorized flight instructor. The authorized flight instructor shall ensure that the applicant has operational experience in at least the following areas to the level of performance required for the commercial pilot license:

(i) recognize and manage threats and errors;
(ii) Pre-flight operations, including mass and balance determination, powered-lift inspection and servicing;
(iii) aerodrome and traffic pattern operations, collision avoidance precautions and procedures;
(iv) control of the powered-lift by external visual reference;
(v) recovery at the incipient stage from settling with power; recovery techniques from low-rotor rpm within the normal range of engine rpm;
(vi) ground maneuvering and run-ups; hover and rolling take-offs and climb-out; hover and rolling approach and landings — normal, out of wind and sloping ground; steep approaches;
(vii) take-offs and landings with minimum necessary power; maximum performance take-off and landing techniques; restricted site operations; quick stops;
(viii) hovering out of ground effect; operations with external load, if applicable; flight at high altitude;
(ix) basic flight maneuvers and recovery from unusual attitudes by reference solely to basic flight instruments;
(x) cross-country flying using visual reference, dead reckoning and, where available, radio navigation aids, including a flight of at least one hour;
(xi) emergency operations, including simulated powered-lift equipment malfunctions; power of reconversion to autorotation and autorotative approach, where applicable; transmission and interconnect driveshaft failure, where applicable;
(xii) operations to, from and transiting controlled aerodromes, compliance with air traffic services procedures; and
(xiii) communication procedures and phraseology.

(2) The instrument experience specified under BCAR – APL 2.14.7 (a)(2)(iii) and BCAR – APL 2.14.7 (b)(1)(ix), together withthe night flying experience and dual instruction prescribed under BCAR – APL 2.14.7 (a)(2)(iv) and BCAR – APL 2.14.5 do not entitle the holder of a commercial pilot license to pilot powered-lifts under IFR.

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BCAR – APL 2.14.8 Specific requirements for the issue of the airship category rating

(a) Experience

(1) An applicant for the issue of the airship category rating shall completeatleast 200 hours of flight time as a pilot.

(i) The applicant of a commercial pilot license of airship shall have completed not less than:

(A) 50 hours of flight time as a pilot of airships;

(B) 30 hours flight time in airships as pilot-in-command or pilot-in-command under supervision, to include not less than:

(1) 10 hours of cross-country flight time; and

(2) 10 hours of night flight;

(A) 40 hours of instrument time, of which 20 hours shall be in flight and 10 hours in flight in airships; and

(B) 20 hours of flight training in airships in the areas of operation listed in BCAR – APL 2.14.8 (b)

(b) Flight instruction

(1) The applicant for the issue of the airship category rating shall receive dual instruction in airships from an authorized flight instructor. The authorized flight instructor shall ensure that the applicant has operational experience in at least the following areas to the level of performance required for the commercial pilot license:

(i) recognize and manage threats and errors;
(ii) pre-flight operations, including mass and balance determination, airship inspection and servicing;
(iii) aerodrome and traffic pattern operations, collision avoidance precautions and procedures;
(iv) techniques and procedures for the take-off, including appropriate limitations, emergency procedures and signals used;
(v) control of the airship by external visual reference;
(vi) recognition of leaks;
(vii) normal take-offs and landings;
(viii) maximum performance (short field and obstacle clearance) take-offs; short-field landings;
(ix) flight under IFR;
(x) cross-country flying using visual reference, dead reckoning and, where available, radio navigation aids;
(xi) emergency operations, including simulated airship equipment malfunctions;
(xii) operations to, from and transiting controlled aerodromes, compliance with air traffic services procedures; and

(xiii) communication procedures and phraseology.

BCAR – APL 2.14.9 Requirements for the Conversion of a commercial pilot license by another Contracting State

(a) An applicant for a commercial pilot license conversion shall :

(1) be at least eighteen years of age.
(2) holds a valid pilot license issued by a Civil Aviation Authority of another Contracting State that is equivalent to a commercial pilot license issued by the BDCA.
(3) hold at least a current Class 1 medical certificate.
(4) present a valid government – issued identification document or passport.
(5) holds a valid English Language Proficiency endorsement at a minimum ICOA level 4.
(6) pass the required aeronautical knowledge and skill test
(7) provide the Director of the BDCA with evidence of having successfully completed such tests.
(8) meet the aeronautical experience requirements prescribed in these regulations that apply to the aircraft category and class rating sought before applying for the skill test required under subparagraph (7).

(b) Where an applicant holds a pilot license issued by the licensing authority of a Contracting State, the Director of the BDCA may recognize that license; however. the applicant shall satisfy the theoretical knowledge and skill test requirements established by the BDC in accordance with this regulation.

(c) An applicant for a commercial pilot license conversion may use only one pilot license issued by the Civil Aviation Authority of another ICAO Contracting State as the basis for obtaining a commercial pilot license issued by the Director of the BDCA.

(d) An applicant for the conversion of a commercial pilot license shall provide a foreign pilot license and medical certification issued in the English language, the applicant shall submit them accompanied by a certificate English language translation prepared by a certified translator

(e) Where a type rating is required, the applicant for a commercial pilot license conversion prescribed under BCAR – APL 2.14.9 (b), shall demonstrate compliance with, or provide the BDCA with satisfactory evidence of having met, the requirements of BCAR – APL 2.4 (c) .

(f) Where an instrument rating is required, the applicant for a commercial pilot license conversion shall demonstrate compliance with, or provide the BDCA with evidence that he has met, the requirements of BCAR – APL 2.16.9.1 (e).

(g) The Director may accept the type rating or instrument rating contained on a commercial pilot license issued by another Contracting State, provided that such rating is determined to be equivalent to the requirement of these regulations.

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BCAR – APL 2.15 Multi-crew Pilot License (MPL) appropriate to the aeroplane category

(a) The holder of a multi-crew pilot license is authorized by BCAR – APL 2.15.2 (a) to act as co-pilot of an aeroplane required to be operated with a co-pilot. Such holder of a multi-crew pilot license may be eligible to obtain an airline transport pilot license appropriate to the aeroplane category, after fulfilling the requirements for that license, to be restricted to multi-crew operations unless the requirements of BCAR – APL 2.15.2 (a)(1), BCAR – APL 2.15.2 (b) and BCAR – APL 2.15.2 (c), as appropriate, are met (BCAR – APL 2.16.2 (b) refers).

BCAR – APL 2.15.1 General requirements for the issue of the Multi -Crew Pilot license

(a) Age Requirements

(1) The applicant shall be at least eighteen years of age.

(b) Competencies

(1) An applicant for the issue of the Multi - Crew Pilot license shall satisfactorily demonstrate the competencies identified in an adapted competency model to perform as a co-pilot of a turbine-powered air transport aeroplane certificated for operation with a minimum crew of at least two pilots. The adapted competency model shall be approved by the BDCA.

(c) Knowledge

(1) An applicant for the issue of the Multi – Crew Pilot License shall satisfy the requirements specified in BCAR – APL 2.16.1 (b) for the airline transport pilot license appropriate to the relevant aeroplane category, and shall additionally satisfy the knowledge requirements underpinning the approved adapted competency model, through an approved training course.

(2) The approved training organization shall fully integrate instruction in the underpinning knowledge requirements with instruction in the underpinning skill requirements.

(d) Skills

(1) An applicant for the issue of the Multi – Crew Pilot license shall demonstrate the underpinning skills required for the competencies of the approved adapted competency model, both as pilot flying and pilot monitoring, to the level required to perform as a co-pilot of turbine-powered aeroplanes certificated for operation with a minimum crew of at least two pilots under VFR and IFR.

(2) The competency standards to be achieved and the associated performance criteria for the multi-crew pilot license applicant shall be publicly available.

(e) An applicant shall hold a valid Class 1 medical certificate.

(f) Experience

(1) An applicant for the issue of the Multi – Crew Pilot license shall complete an approved training course comprised of at least 240 hours, which includes actual and simulated flight as pilot flying and pilot monitoring.
(2) The actual flight experience shall include, at a minimum, the experience requirements at BCAR – APL 2.13.4 (a), upset prevention and recovery training, night flying and flight by reference solely to instruments.
(3) In addition to satisfying BCAR – APL 2.15.1(f)(2), the applicant shall have achieved, in a turbine-powered aeroplane certificated for operation with a minimum crew of at least two pilots, or in an FSTD approved for that purpose by the BDCA in accordance with Appendix 3 (c), the experience necessary to achieve the final competency standard of the approved adapted competency model.

(g) Flight instruction

(1) The applicant for the issue of the Multi – Crew Pilot license shall have completed a course of approved training covering the experience requirements specified in BCAR – APL 2.15.1 (f).

(2) The applicant for the issue of the Multi – Crew Pilot license shall have received dual flight instruction sufficient to achieve the final competency standard in all the competencies of the approved adapted competency model, for the issue of the multi-crew pilot license.

BCAR – APL 2.15.2 Privileges of the holder of the multi – crew pilot license and the conditions to be observed in exercising such privileges

(a) Subject to compliance with the requirements specified in BCAR – APL 1.2.10, BCAR – APL 1.2.11, BCAR – APL 1.3 (a), BCAR – APL 1.3.2 and BCAR – APL Subpart B(A), the privileges of the holder of a multi-crew pilot license shall be:

(1) to exercise all the privileges of the holder of a private pilot license in the aeroplane category provided the requirements of paragraph BCAR – APL 2.3.3 have been met;
(2) to exercise the privileges of the instrument rating in a multi-crew operation; and
(3) to act as co-pilot of an aeroplane required to be operated with a co-pilot.

(b) Before exercising the privileges of the instrument rating in a single-pilot operation in aeroplanes, the license holder shall demonstrate the ability to act as pilot-in-command in a single-pilot operation conducted by reference solely to instruments, and shall satisfy skill requirement specified in BCAR – APL 2.16.9.1 (b) appropriate to the aeroplane category.

(c) Before exercising the privileges of a commercial pilot license in a single-pilot operation in aeroplanes, the multi – crew license holder shall have:

(1) completed in aeroplanes 70 hours, either as pilot-in-command, or made up of not less than 10 hours as pilot-in-command and the necessary additional flight time as pilot-in-command under supervision;
(2) completed 20 hours of cross-country flight time as pilot-in-command, or made up of not less than 10 hours as pilot-in-command and 10 hours as pilot-in-command under supervision, including a cross-country flight totaling not less than 540 km (300 NM) in the course of which full-stop landings at two different aerodromes shall be made; and

(3) met the requirements for the commercial pilot license specified in BCAR – APL 2.14.1 (b), BCAR – APL 2.14.1 (c), BCAR – APL 2.14.3 (a)(1) (with the exception of BCAR – APL 2.14.3 (a)(1)(i)(A) and BCAR – APL 2.14.3 (b) appropriate to the aeroplane category.

BCAR – APL 2.16 Airline transport pilot License

BCAR – APL 2.16.1 General requirements for the issue of the airline transport license appropriate to the aeroplane, rotorcraft and powered – lift categories

(a) Age Requirements

(1) An applicant for the issue of the airline transport pilot license shall be at least twenty-one years of age.

(b) Knowledge

(1) An applicant for the issue of the airline transport pilot license shall demonstrate a level of knowledge appropriate to the privileges granted to the holder of an airline transport pilot license and appropriate to the category of aircraft intended to be included in the airline transport pilot license, in at least the following subjects:

(i) Air law

(A) rules and regulations relevant to the holder of an airline transport pilot license; rules of the air; applicable air traffic services practices and procedures;

(ii) Aircraft general knowledge for aeroplanes, helicopters and powered – lifts

(A) general characteristics and limitations of electrical, hydraulic, pressurization and other aircraft systems; flight control systems, including autopilot and stability augmentation;
(B) principles of operation, handling procedures and operating limitations of aircraft engines; effects of atmospheric conditions on engine performance; relevant operational information from the flight manual or other appropriate document;
(C) operating procedures and limitations of the relevant category of aircraft; effects of atmospheric conditions on aircraft performance in accordance with the relevant operational information from the flight manual;
(D) use and serviceability checks of equipment and systems of appropriate aircraft;
(E) 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;
(F) maintenance procedures for airframes, systems and engines of appropriate aircraft;
(G) for helicopters and powered-lifts, transmission (power trains) where applicable;

(iii) Flight performance, planning and loading

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

(B) use and practical application of take-off, landing and other performance data, including procedures for cruise control;
(C) 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;
(D) in the case of helicopters and powered-lifts, effects of external loading on handling;

(iv) Human performance

(A) human performance including threat and error management principles;

(v) Meteorology

(A) 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;
(B) 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;
(C) causes, recognition and effects of icing; frontal zone penetration procedures; hazardous weather avoidance;
(D) in the case of aeroplanes and powered-lifts, practical high altitude meteorology, including interpretation and use of weather reports, charts and forecasts; jet streams;

(vi) Navigation

(A) air navigation, including the use of aeronautical charts, radio navigation aids and area navigation systems; specific navigation requirements for long-range flights;
(B) use, limitation and serviceability of avionics and instruments necessary for the control and navigation of aircraft;
(C) use, accuracy and reliability of navigation systems used in departure, en-route, approach and landing phases of flight; identification of radio navigation aids;
(D) principles and characteristics of self-contained and external-referenced navigation systems; operation of airborne equipment;

(vii) Operational procedures

(A) application of threat and error management to operational performance;
(B) interpretation and use of aeronautical documentation such as AIP, NOTAM, aeronautical codes and abbreviations;
(C) precautionary and emergency procedures; safety practices;
(D) operational procedures for carriage of freight and dangerous goods;
(E) requirements and practices for safety briefing to passengers, including precautions to be observed when embarking and disembarking from aircraft;
(F) in the case of helicopters, and if applicable, powered-lifts, settling with power; ground resonance; retreating blade stall; dynamic rollover and other operating hazards; safety procedures, associated with flight in VMC;

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(viii) Principles of flight

(A) principles of flight;

(ix) Radiotelephony

(A) communication procedures and phraseology; action to be taken in case of communication failure.

(2) In addition to the above subjects, the applicant for an airline transport pilot license applicable to the aeroplane or powered-lift category shall meet the knowledge requirements for the instrument rating prescribed under BCAR – APL 2.16.9.1 (a).

(c) Skill

(1) An applicant for an airline transport pilot license shall demonstrate the ability to perform the duties of pilot-in-command in the applicable aircraft category required to be operated with a co-pilot, by completing the following procedures and maneuvers:

(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 maneuvers during all phases of flight;
(iii) Abnormal and emergency procedures and maneuvers related to failures and malfunctions of equipment, such as engine, 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 aeroplanes and powered-lifts, procedures and maneuvers for instrument flight described in BCAR – APL 2.16.9.1 (e)(1)(i) to (iv), including simulated engine failure.

(2) In the case of an aeroplane, the applicant for the issue of an airline transport pilot license shall demonstrate the ability to perform the procedures and maneuvers described in BCAR – APL 2.16.1 (c)(1) as pilot-in-command of a multi-engined aeroplane.

(3) The applicant for the issue of an airline transport pilot license shall demonstrate the ability to perform the procedures and maneuvers described in BCAR – APL 2.16.1. (c) as applicable, with a level of competency appropriate to the privileges of a airline transport pilot license, and the applicant shall demonstrate the ability to:

(i) recognize and manage threats and errors;
(ii) smoothly and accurately, manually control the aircraft within its limitations at all times, such that the successful outcome of a procedure or maneuver 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 other flight crew members and demonstrate the ability to effectively perform procedures for crew incapacitation, crew coordination, including allocation of pilot tasks, crew cooperation, adherence to SOPs and use of checklists.

(4) The applicant shall hold a valid Class 1 medical certificate.

BCAR – APL 2.16.2 Privileges of the holder of the airline transport pilot license and the conditions to be observed in exercising such privileges

(a) Subject to compliance with the requirements specified in BCAR – APL 1.2.10, BCAR – APL 1.2.11, BCAR – APL 1.3 (a), BCAR – APL 1.3.2 and BCAR – APL Subpart B (A), the privileges of the holder of an airline transport pilot license shall be:

(1) to exercise the privileges of the holder of a private and commercial pilot license in an aircraft within the appropriate aircraft category and, in the case of a license for the aeroplane and powered-lift categories, of the instrument rating; and
(2) to act as pilot-in-command, in commercial air transportation, of an aircraft within the appropriate category and certificated for operation with more than one pilot.

(b) Where the holder of an airline transport pilot license in the aeroplane category has previously held only a multi-crew pilot license, the privileges of the license shall be limited to multi-crew operations unless the holder has met the requirements established in BCAR – APL 2.15.2 (a), BCAR – APL 2.15.2 (b) and BCAR – APL 2.15.2 (c) as appropriate. Any limitation of privileges shall be endorsed on the license.

BCAR – APL 2.16.3 Specific requirements for the issue of the aeroplane category rating

(a) Experience

(1) The applicant for the issued of the aeroplane category rating shall complete at least 1 500 hours of flight time as a pilot of aeroplanes. The BDCA shall credit the experience gained as a pilot under instruction in an FSTD toward the total flight time of 1 500 hours and the credit for such experience shall be limited to a maximum of 100 hours, of which not more than 25 hours shall have been acquired in a flight procedure trainer or a basic instrument flight trainer.

(i) The applicant for the issue of the aeropane category rating shall complete in aeroplanes at least:

(A) 500 hours as pilot-in-command under supervision or 250 hours, either as pilot-in-command, or made up by not less than 70 hours as pilot-in-command and the necessary additional flight time as pilot-in-command under supervision;
(B) 200 hours of cross-country flight time, of which not less than 100 hours shall be as pilot-in-command or as pilot-in-command under supervision;
(C) 75 hours of instrument time, of which not more than 30 hours may be instrument ground time; and
(D) 100 hours of night flight as pilot-in-command or as co-pilot.

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(2) The BDCA may recognize an applicant's prior flight experience in aircraft from other categories, provided the applicant obtained such experience in an ICAO Contracting State. The BDCA shall determine whether the extent to which the required flight time for the category and type of license sought under. BCAR – APL 2.16.4 (a)(1), ought to be reduced accordingly.

(b) Flight instruction

(1) The applicant for the issue of the aeroplane category rating shall receive the dual flight instruction required at BCAR – APL 2.14.3 (b) for the issue of the commercial pilot license and at BCAR – APL 2.16.9.1 (e) for the issue of the instrument rating or at BCAR – APL 2.15.1 (g) for the issue of the multi-crew pilot license.

BCAR – APL 2.16.4 Renewal of an Airline Transport Pilot License – Aeroplane (A)

(a) The BDCA shall renew an applicant's Airline Transport Pilot License – Aeroplane (A) and associated ratings within the corresponding renewal period, provided the applicant satisfies the recent experience requirements, holds a valid and appropriate medical certificate for the license, and presents the required flight records. Where the applicant does not satisfy the recent experience requirement, the holder shall re-establish the privileges of the license in accordance with the provisions set out below.

(b) A holder of an airline transport pilot license who is employed by an operator shall complete a type rating proficiency check (PC) to satisfy the requirements for renewal and maintenance of license privileges and competencies.

(c) Recent experience requirements for the renewal of an Airline Transport Pilot License – Aeroplane (A).

(1) Present a valid medical certificate; and

(2) Demonstrate to have carried out at least three takeoffs and three landings flying in an aircraft of the same class within the 90 days preceding the date of renewal applicaiton.

(d) Re-establishment of privileges where the license remains current

Where a holder of a ATPL – Aeroplane (A) does not meet the applicable recent experience requirements and as a result, is no longer entitled to exercise the privileges of the license, but the license remains current, the holder shall:

(1) complete at least three hours of familiarization training at a BDCA approved training organization or a BDCA Operations Inspector or designated flight examiner who holds a valid flight instructor rating.
(2) hold a valid medical certificate appropriate to the license.
(3) provide a personal logbook evidencing completion of the required familiarization training hours, endorsed by the BDCA approved training organization, BDCA Operations Inspector, or Designated Flight Examiner.

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(e) Re-establishment of privileges where the license has expired

Where the holder of an Airline Transport Pilot license(A) license does not meet the applicable recent experience requirements and is no longer entitled to exercise the privileges of the license, and the license has also been expired, the holder shall:

(1) request flight authorization from the BDCA to conduct familiarization training.
(2) complete at least three hours of familiarization training at a BDCA approved training organization or a BDCA Operations Inspector or designated flight examiner who holds a valid flight instructor rating.
(3) hold a valid medical certificate appropriate to the license.
(4) submit a personal logbook evidencing completion of the required familiarization training hours, endorsed by the BDCA approved training organization, BDCA Operations Inspector, or Designated Flight Examiner.

BCAR – APL 2.16.5 Specific requirements for the issue of the rotorcraft category rating

(a) Experience

(1) An applicant for the issue of the rotorcraft category rating shall complete at least 1 000 hours of flight time as a pilot of helicopters. The BDCA shall credit the experience gained as a pilot under instruction in an FSTD toward the total flight time of 1 000 hours provided that such credit shall not exceed 100 hours, of which not more than 25 hours shall have been acquired in a flight procedures trainer or a basic instrument flight trainer..

(i) The applicant shall have completed in helicopters not less than:

(A) 250 hours, either as pilot-in-command, or made up of not less than 70 hours as pilot-in-command and the necessary additional flight time as pilot-in-command under supervision;
(B) 200 hours of cross-country flight time, of which at least 100 hours shall be as pilot-in-command or as pilot-in-command under supervision;
(C) 30 hours of instrument time, of which not more than 10 hours may be instrument ground time; and
(D) 50 hours of night flight as pilot-in-command or as co-pilot.

(2) The BDCA may recognize an applicant's prior flight experience in aircraft from other categories, provided the applicant obtained such experience in an ICAO Contracting State. The BDCA shall determine whether the extent to which the required flight time for the category and type of license sought under. BCAR – APL 2.16.6 (a)(1), ought to be reduced accordingly.

(b) Flight instruction

(1) The applicant for the issue of the rotorcraft category rating shall receive the flight instruction required for the issue of the commercial pilot license (BCAR – APL 2.14.5 (b)).

(2) The instrument time specified under BCAR – APL 2.16.6 (a)(1)(i)(C) and the night flying time prescribed under BCAR – APL 2.16.6 (a)(1)(i)(D) do not entitle the holder of the airline transport pilot license — helicopter to pilot helicopters under IFR.

BCAR – APL 2.16.6 Renewal of the ATP (H) License

(a) The BDCA shall renew an applicant's Airline Transport Pilot license and associated ratings within the corresponding renewal period, provided the applicant satisfies the recent experience requirements, holds a valid medical certificate appropriate to the license, and presents the relevant flight records. Where the applicant does not satisfy the recent experience requirement, the holder shall re-establish the privileges of license in accordance with the provision set out below.

(b) Recent experience requirements for the renewal of an Airline Transport Pilot License - Helicopter (H)

(1) Present a valid medical certificate

(2) Demonstrated to have carried out at least three takeoffs and three landings flying in an aircraft of the same class within the ninety days preceding the date of renewal application.

(c) Re-establishment of privileges where the license remains current.
Where a holder of an Airline Transport Pilot license – Helicopter (H) license does not meet the applicable recent experience requirements and as a result, is no longer entitled to exercise the privileges of the license, but the license remains current, the holder shall:

(1) complete at least three hours of familiarization training with a BDCA approved training organization or a BDCA Operations Inspector or designated flight examiner who holds a valid flight instructor rating.
(2) hold a valid medical certificate appropriate to the license.
(3) submit a personal logbook evidencing completion of the required familiarization training hours, endorsed by the BDCA approved training organization, BDCA Operations Inspector, or Designated Flight Examiner.

(d) Re-establishment of privileges where the license has expired.
Where the holder of an Airline Transport Pilot license - Helicopter (H) license does not meet the applicable recent experience requirements and is no longer entitled to exercise the privileges of the license, and the license has expired, the holder shall:
(1) request flight authorization from the BDCA to conduct familiarization training.
(2) complete at least three hours of the familiarization training with a BDCA approved training organization or a BDCA Operations Inspector or Designated Flight Examiner who holds a valid flight instructor rating.
(3) hold a valid medical certificate appropriate to the license; and.
(4) submit a personal logbook evidencing completion of the required familiarization training hours, endorsed by the BDCA approved training organization, BDCA Operations Inspector, or Designated Flight Examiner.

BCAR – APL 2.16.7 Specific requirements for the issue of the powered – lift category rating

(a) Experience

(1) An applicant for the issue of a powered – lift category rating shall have complete at least 1 500 hours of flight time as a pilot of powered-lifts. The BDCA shall credit experience gained as a pilot under instruction in an FSTD is acceptable as part of the total flight time of 1 500 hours.

(2) The applicant for the issue of a powered – lift category rating shall complete not less than:

(i) 250 hours, either as pilot-in-command, or made up of not less than 70 hours as pilot-in-command and the necessary additional flight time as pilot-in-command under supervision;
(ii) 100 hours of cross-country flight time, of which not less than 50 hours shall be as pilot-in-command or as pilot-in-command under supervision;
(iii) 75 hours of instrument time, of which not more than 30 hours may be instrument ground time; and
(iv) 25 hours of night flight as pilot-in-command or as co-pilot.

(3) The BDCA may recognize an applicant's prior flight experience in aircraft from other categories, as long as such experience has been obtained in an ICAO Contracting State. The BDCA shall determine whether the extent to which the flight time for the category and type of license sought under. BCAR – APL 2.16.8 (a)(1) ought be reduced accordingly.

(b) Flight instruction

(1) The applicant for the issue of the powered – lift category rating shall receive the dual flight instruction required at BCAR – APL 2.14.7 (b) for the issue of the commercial pilot license and at BCAR – APL 2.16.9.1 (e) for the issue of the instrument rating.

BCAR – APL 2.16.8 Conversion of an Airline transport pilot license from another Contracting State

(a) An applicant for an Airline Transport Pilot license shall :

(1) be at least twenty one years of age.
(2) holds a valid pilot license issued by the Civil Aviation Authority of another Contracting State that is equivalent to the airline transport pilot license issued by the BDCA.
(3) holds at least a valid Class 1 medical certificate.
(4) Present a valid government – issued identification document or Passport.
(5) Holds a valid English Language proficiency at a minimum of ICAO Level 4 (Operational).
(6) passes the required knowledge and skill test.
(7) meets the aeronautical experience requirements of these regulations that apply to the Airline transport pilot license.

(b) The Director may accept the instrument rating on the commercial pilot license or airline transport pilot license issued by another Contracting State where such instrument rating meets the requirements of the BCAR – APL 2.17.

(c) An applicant for the conversion of an Airline Transport Pilot license may use only one pilot license issued by the Civil Aviation Authority of another ICAO Contracting State as a basis for obtaining an airline transport pilot license issued by the Director of the BDCA.

(d) Where a type rating is required an applicant for an Airline Transport Pilot license conversion shall satisfy the type ratings requirements set out in BCAR – APL 2.4 (c).

(e) An applicant for an Airline Transport Pilot license conversion shall provide a foreign pilot license and medical certification in the English language. If the foreign pilot license and medical certificate are not issued in the English language, the applicant shall submit them accompanied by a certified English Language translation prepared by a certified translator.

BCAR – APL 2.17 Instrument rating

BCAR – APL 2.17.1 Requirements for the issue of an Instrument rating for aeroplane, airship, rotorcraft and powered – lift categories

(a) Knowledge

(1) An applicant for the issue of an instrument rating shall demonstrate a level of knowledge appropriate to the privileges granted to the holder of an instrument rating, in at least the following subjects:

(i) Air law

(A) rules and regulations relevant to flight under IFR; applicable air traffic services practices and procedures;

(ii) Aircraft general knowledge for the aircraft category being sought

(A) use, limitation and serviceability of avionics, electronic devices and instruments necessary for the control and navigation of aircraft under IFR and in instrument meteorological conditions; use and limitations of automation;
(B) compasses, turning and acceleration errors; gyroscopic instruments, operational limits and precession effects; practices and procedures in the event of malfunctions of various flight instruments;

(iii) Flight performance and planning for the aircraft category being sought

(A) pre-flight preparations and checks appropriate to flight under IFR;
(B) operational flight planning; preparation and filing of air traffic services flight plans under IFR; altimeter setting procedures;

(iv) Human performance for the aircraft category being sought

(A) human performance relevant to instrument flight in aircraft including principles of threat and error management;

(v) Meteorology for the aircraft category being sought

(A) application of aeronautical meteorology; interpretation and use of reports, charts and forecasts; codes and abbreviations; use of, and procedures for obtaining, meteorological information; altimetry;
(B) causes, recognition and effects of icing; frontal zone penetration procedures; hazardous weather avoidance;
(C) in the case of helicopters and powered-lifts, effects of rotor icing;

(vi) Navigation for the aircraft category being sought

(A) practical air navigation using navigation systems;
(B) use, accuracy and reliability of navigation systems used in departure, en-route, approach and landing phases of flight; identification of navigation sources;

(vii) Operational procedures for the aircraft category being sought

(A) application of TEM to operational performance;
(B) 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;
(C) precautionary and emergency procedures; safety practices associated with flight under IFR; obstacle clearance criteria;

(viii) Radiotelephony

(A) communication procedures and phraseology as applied to aircraft operations under IFR; action to be taken in case of communication failure.

(b) Skill

(1) An applicant for the issue of an instrument rating shall demonstrate the ability to perform duties in an aircraft of the category for which the instrument rating is being sought, by completing the procedures and maneuvers described in BCAR – APL 2.17.1 (e)(1) , as applicable with a level of competency appropriate to the privileges granted to the holder of an instrument rating, and to:

(i) recognize and manage threats and errors;
(ii) operate the aircraft for the category being sought, within its limitations;
(iii) complete all maneuvers with smoothness and accuracy;
(iv) exercise good judgement and airmanship;
(v) apply aeronautical knowledge; and
(vi) maintain control of the aircraft at all times in a manner such that the successful outcome of a procedure or maneuver is assured.

(2) The applicant for the issue of an instrument rating shall demonstrate the ability to operate multi-engine aircraft within the appropriate category by reference solely to instruments with one engine inoperative, or simulated inoperative, if the privileges of the instrument rating are to be exercised on such aircraft.

(c) Medical fitness

(1) Applicants for the issue of an instrument rating who holds a private pilot license shall establish their hearing acuity on the basis of compliance with the hearing requirements for the issue of a Class 1 medical certificate.

(2) The BDCA shall consider requiring the holder of a private pilot license to comply with the physical and mental, and visual requirements for the issue of a Class 1 medical certificate.

(d) Experience

(1) An applicant for the issue of an instrument rating shall hold a pilot license for the aircraft category being sought.

(2) The applicant for the issue of an instrument rating shall complete at least:

(i) 50 hours of cross-country flight time as pilot-in-command of aircraft in categories acceptable to the BDCA, of which the applicant shall complete not less than 10 hours in the aircraft category being sought; and
(ii) 40 hours of instrument time in aircraft of which the applicant shall complete not more than 20 hours, or 30 hours where a flight simulator is used, as instrument ground time. The applicant shall complete the instrument ground time under the supervision of an authorized instructor.

(e) Flight instruction

(1) The applicant for the issue of an instrument rating shall gain at least 10 hours of the instrument flight time required in BCAR – APL 2.16.9.1 (d)(2)(ii) while receiving dual instrument flight instruction in the aircraft category being sought, from an authorized flight instructor. The authorized flight 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 maneuvers 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;
(D) holding procedures;
(E) instrument approaches to specified minima;
(F) missed approach procedures;
(G) landings from instrument approaches;

(iv) In-flight maneuvers and particular flight characteristics.

(2) If the privileges of the instrument rating are to be exercised on multi-engined aircraft, the applicant shall have received dual instrument flight instruction in a multi-engined aircraft

within the appropriate category from an authorized flight instructor. The authorized flight instructor shall ensure that the applicant has operational experience in the operation of the aircraft within the appropriate category by reference solely to instruments with one engine inoperative or simulated inoperative.

BCAR – APL 2.17.2 Privileges of the holder of an instrument rating and the conditions to be observed in exercising such privileges

(a) Subject to compliance with the requirements specified in BCAR – APL 1.2.10, BCAR – APL 1.2.11 and BCAR – APL Subpart B (A), the holder of an instrument rating with a specific aircraft category shall operate that category of aircraft under IFR.

(b) Before exercising the privileges of the rating on multi-engined aircraft, the holder of shall comply with the requirements of BCAR – APL 2.17.1 (b)(2).

BCAR – APL 2.17.3 Renewal of the Instrument Rating – Aeroplane (A)

(a) The BDCA shall renew an applicant's Instrument Flight Rating – Aeroplane (A) and associate ratings within the corresponding renewal period, provided the applicant satisfied the recent experience requirements, holds a valid and appropriate medical certificate for the license, and presents the required flight records. Where, the applicant does not satisfy the recent experience requirement, the holder shall re-establish the privileges of the rating in accordance with the provisions set out below.

(b) Recent experience requirements for the renewal of an Instrument Rating-Aeroplane (A).

(1) Present a valid medical certificate; and

(2) Demonstrate to have carried out at least three takeoffs and three landings in an aircraft of the same class within the 90 days preceding the date of renewal application.

(c) Re-establishment of privileges where the license remains current

Where a holder of an Instrument Rating- Aeroplane (A) l does not meet the applicable recent experience requirements and as a result, is no longer entitled to exercise the privileges of the license, but the license remains current, the holder shall:

(1) Complete at least three hours of familiarization training with a BDCA approved training organization or a BDCA Operations Inspector or Designated Flight Examiner who holds a valid flight instructor rating.
(2) hold a valid medical certificate appropriate to the license.
(3) submit a personal logbook evidencing completion of the required familiarization training, endorsed by the BDCA approved training organization, BDCA Operations Inspector, or Designated Flight Examiner.

(d) Re-establishment of privileges where the license has expired

Where the holder of an Instrument Rating – Aeroplane (A) does not meet the applicable recent experience requirements and is no longer entitled to exercise the privileges of the license, and the license has expired, the holder shall:

(1) request a flight authorization from the BDCA to conduct familiarization training.
(2) complete at least three hours of the familiarization training with an BDCA approved training organization or a BDCA Operations Inspector or Designated Flight Examiner who holds a valid flight instructor rating.
(3) hold a valid medical certificate appropriate to the license; and.
(4) submit a personal logbook evidencing completion of the required familiarization training hours, endorsed by the BDCA approved training organization, BDCA Operations Inspector, or Designated Flight Examiner.

BCAR – APL 2.17.4 Renewal of the Instrument Rating – Helicopter (H)

(a) The BDCA shall renew an applicant's Instrument Rating – Helicopter (H) at the same time the corresponding license is renewed.

(b) Recent experience requirements for the renewal of an Instrument Rating – Helicopter (H).

(1) In addition to the requirements that correspond to the license, the applicant shall have performed at least 3 instruments approaches to a full stop landing, acting as pilot in command or second in command in an aircraft of the appropriate category, class and type within the preceding ninety days.

(2) Hold a valid medical certificate appropriate to the license held.

(c) Re – establishment of privileges following inactivity
Where the holder of a license with an Instrument Rating – Helicopter (H)has not met the recent experience requirements for a period exceeding ninety days, the holder shall complete, through a training organization approved by the BDCA or under the direct supervision of a flight instructor authorized by the BDCA, BDCA Operations Inspector or a Designated Flight Examiner the training and proficiency requirements prescribed by the BDCA for the re-establishment of instrument rating privileges

BCAR – APL 2.18 Flight instructor rating appropriate to aeroplanes, airships, rotorcraft and powered-lifts

BCAR – APL 2.18.1 Requirements for the issue of the Flight Instructor rating

(a) Knowledge

(1) An applicant for the issue of the Flight Instructor rating shall meet the knowledge requirements for the issue of a commercial pilot license as appropriate to the category of aircraft included in the license. In addition, the applicant for the flight instructor rating shall demonstrate a level of knowledge appropriate to the privileges granted to the holder of a flight instructor rating, in at least the following areas:

(i) techniques of applied instruction;
(ii) assessment of student performance in those subjects in which ground instruction is given;
(iii) the learning process;
(iv) elements of effective teaching;

(v) student evaluation and testing, training philosophies;
(vi) training programme development;
(vii) lesson planning;
(viii) classroom instructional techniques;
(ix) use of training aids, including FSTDs as appropriate;
(x) analysis and correction of student errors;
(xi) human performance relevant to flight instruction including principles of threat and error management (TEM);
(xii) hazards involved in simulating system failures and malfunctions in the aircraft.

(b) Skill

(1) The applicant for the issue of a Flight Instructor rating shall demonstrate, in the category and class of aircraft for which flight instructor privileges are sought, the ability to instruct in those areas in which flight instruction is to be given, including pre-flight, post-flight and ground instruction as appropriate.

(c) Experience

(1) The applicant for the issue of a Flight Instructor rating shall meet the experience requirements for the issue of a commercial pilot license as specified under BCAR – APL 2.14.3 (a), BCAR – APL 2.14.5 (a), BCAR – APL 2.14.7 (a) and BCAR – APL 2.14.8 (a) for each aircraft category, as appropriate.

(d) Flight instruction

(1) An applicant for the issue of a Flight Instructor rating shall, under the supervision of a flight instructor accepted by the Director of the BDCA, for that purpose:
(i) have received instruction in flight instructional techniques including demonstration, student practices, recognition and correction of common student errors; and
(ii) have practiced instructional techniques in those flight manoeuvres and procedures in which it is intended to provide flight instruction.

BCAR – APL 2.18.2 Privileges of the holder of the Flight Instructor rating and the conditions to be observed in exercising such privileges

(a) Subject to compliance with the requirements specified in BCAR – APL 1.2.10 and BCAR – APL Subpart B (A) 2.1, the privileges of the holder of a flight instructor rating shall be:

(1) to supervise solo flights by student pilots; and
(2) to carry out flight instruction for the issue of a private pilot license, a commercial pilot license, an instrument rating and a flight instructor rating provided that the flight instructor:

(i) holds at least the license and rating for which instruction is being given, in the appropriate aircraft category;
(ii) holds the license and rating necessary to act as the pilot in command of the aircraft on which the instruction is given; and
(iii) has the flight instructor privileges granted endorsed on the license.

(b) The applicant for a Flight Instructor rating, seeking to conduct instruction for the multi-crew pilot license, shall also meet all applicable instructor qualification requirements.

BCAR – APL 2.18.3 Renewal of the Flight Instructor Rating

(a) The renewal of an applicant's Flight Instructor Rating shall be carried out at the same time the corresponding license is renewed.

Recent experience requirements for the renewal of an Flight Instructor Rating-

(1) To maintain competency under the Flight Instructor rating, the pilot must have trained, within the last six months, no fewer than two students who have applied for a license or rating included in this regulation.

(b) Re-establishment of Flight Instructor rating privileges where the remains current

(1) Where a holder of a Flight Instructor rating who does not have the recent experience required and as a result, is no longer entitled to exercise privileges of the license, but the license remains current, license the holder shall:

(i) completed, within the last six months, supervised instructional practice flights with a total duration of not less than three hours.
(ii) hold a valid medical certificate appropriate to the license.

(c) Re-establishment of Privileges where the license has expired

Where the holder of a license with an Flight Instructor rating does not meet recent experience requirements and is no longer entitled to exercise the privileges of the license, and the license has expired, the holder shall:

(1) request flight authorization from the BDCA to conduct familiarization training.
(2) complete at least three hours of familiarization flight training with a BDCA approved training organization or a BDCA Operations Inspector or designated flight examiner who holds a valid Flight Instructor Rating.
(3) hold a valid medical certificate appropriate to the license.
(4) submit a personal logbook evidencing completion of the familiarization training hours, endorsed by the BDCA approved training organization, BDCA Operations Inspector, or designated flight examiner.

BCAR – APL 2.19 Glider Pilot License

(a) Requirements for the issue of the license

(1) The applicant for a Gilder Pilot license shall be at least eighteen years of age.

(b) Knowledge

(1) An applicant for a Gilder Pilot license shall demonstrate a level of knowledge appropriate to the privileges granted to the holder of a Glider Pilot license, in at least the following subjects:

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(i) Air law

(A) rules and regulations relevant to the holder of a glider pilot license; rules of the air; appropriate air traffic services practices and procedures;

(ii) Aircraft general knowledge

(A) principles of operation of glider systems and instruments;
(B) operating limitations of gliders; relevant operational information from the flight manual or other appropriate document;

(iii) Flight performance, planning and loading

(A) effects of loading and mass distribution on flight characteristics; mass and balance considerations;
(B) use and practical application of launching, landing and other performance data;
(C) pre-flight and en-route flight planning appropriate to operations under VFR; appropriate air traffic services procedures; altimeter setting procedures; operations in areas of high-density traffic;

(iv) Human performance

(A) human performance relevant to the glider pilot including threat and error management principles;

(v) Meteorology

(A) application of elementary aeronautical meteorology; use of, and procedures for obtaining, meteorological information; altimetry;

(vi) Navigation

(A) practical aspects of air navigation and dead-reckoning techniques; use of aeronautical charts;

(vii) Operational procedures

(A) use of aeronautical documentation such as AIP, NOTAM, aeronautical codes and abbreviations;
(B) different launch methods and associated procedures;
(C) appropriate precautionary and emergency procedures, including action to be taken to avoid hazardous weather, wake turbulence and other operating hazards;

(viii) Principles of flight

(A) principles of flight relating to gliders;

(2) An applicant for the issue of a glider pilot license shall demonstrate a level of knowledge appropriate to the privileges to be granted to the holder of a glider pilot license, in

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communication procedures and phraseology as appropriate to VFR operations and on action to be taken in case of communication failure.

(c) Experience

(1) An applicant for the issue of a glider pilot license shall complete at least 6 hours of flight time as a pilot of gliders including 2 hours solo flight time during which not less than 20 launches and landings shall have been performed.

(i) When the applicant has flight time as a pilot of aeroplanes, provided that the applicant obtained such experience in an ICAO contracting state. The BDCA shall determine whether such experience is acceptable and, if so, the extent to which the flight time requirements of BCAR – APL 2.16.11 (c)(1) above ought to be reduced accordingly.

(2) The applicant for a glider pilot license shall obtain, under appropriate supervision, operational experience in gliders in at least the following areas:

(i) pre-flight operations, including glider assembly and inspection;
(ii) techniques and procedures for the launching method used, including appropriate airspeed limitations, emergency procedures and signals used;
(iii) traffic pattern operations, collision avoidance precautions and procedures;
(iv) control of the glider by external visual reference;
(v) flight throughout the flight envelope;
(vi) fecognition of, and recovery from, incipient and full stalls and spiral dives;
(vii) normal and crosswind launches, approaches and landings;
(viii) cross-country flying using visual reference and dead reckoning;
(ix) emergency procedures.

(d) Skill

(1) An applicant for the issue of a glider pilot license shall demonstrate the ability to perform the duties as pilot-in-command of a glider, by completing the procedures and maneuvers described in BCAR – APL 2.16.11 (c)(2) , as applicable with a level of competency appropriate to the privileges r of a glider pilot license, and the applicant shall demonstrate the ability to:

(i) recognize and manage threats and errors;
(ii) operate the glider within its limitations;
(iii) complete all maneuvers with smoothness and accuracy;
(iv) exercise good judgement and airmanship;
(v) apply aeronautical knowledge; and
(vi) maintain control of the glider at all times in a manner such that the successful outcome of a procedure or maneuver is assured.

(e) The applicant shall hold at least a valid Class 2 medical certificate.

BCAR – APL 2.19.1 Privileges of the holder of the license and the conditions to be observed in exercising such privileges

(a) The holder of a glider pilot license shall exercise the privileges of the license to act as pilot in command of any glider, provided that the license holder complies with the requirements specified in BCAR – APL 1.2.10, BCAR – APL 1.2.11, BCAR – APL 1.3 (a) and BCAR – APL Subpart B (A), has and holds the operational experience in the launching method used.

(b) Before carrying passengers, the Glider Pilot license holder shall complete at least 10 hours of flight time operating gliders.

BCAR – APL 2.20 Free Balloon Pilot License

(a) The provisions of the free balloon pilot license apply to free balloons using hot air or gas.

BCAR – APL 2.20.1 Requirements for the issue of the Free Ballon Pilot license

(a) The applicant shall be at least eighteen years of age.

(b) Knowledge

(1) An applicant for the issue of a Free Ballon Pilot license shall demonstrate a level of knowledge appropriate to the privileges granted to the holder of a free balloon pilot license, in at least the following subjects:

(i) Air law

(A) rules and regulations relevant to the holder of a free balloon pilot license; rules of the air; appropriate air traffic services practices and procedures;

(ii) Aircraft general knowledge

(A) principles of operation of free balloon systems and instruments;
(B) operating limitations of free balloons; relevant operational information from the flight manual or other appropriate document;
(C) physical properties and practical application of gases used in free balloons;

(iii) Flight performance, planning and loading

(A) effects of loading on flight characteristics; mass calculations;
(B) use and practical application of launching, landing and other performance data, including the effect of temperature;
(C) pre-flight and en-route flight planning appropriate to operations under VFR; appropriate air traffic services procedures; altimeter setting procedures; operations in areas of high-density traffic;

(iv) Human performance

(A) human performance relevant to the free balloon pilot including threat and error management principles;

(v) Meteorology

(A) application of elementary aeronautical meteorology; use of, and procedures for obtaining, meteorological information; altimetry;

(vi) Navigation

(A) practical aspects of air navigation and dead-reckoning techniques; use of aeronautical charts;

(vii) Operational procedures

(A) use of aeronautical documentation such as AIP, NOTAM, aeronautical codes and abbreviations;
(B) appropriate precautionary and emergency procedures, including action to be taken to avoid hazardous weather, wake turbulence and other operating hazards;

(viii) Principles of flight

(A) principles of flight relating to free balloons.

(2) An applicant for the issue of a Free Ballon Pilot license shall demonstrate through an aeronautical knowledge test a level of knowledge appropriate to the privileges granted to the holder of a free balloon pilot license in communication procedures and phraseology as appropriate to VFR operations and on action to be taken in case of communication failure.

(c) Experience

(1) An applicant for the issue of a Free Balloon Pilot license shall complete at least sixteen hours of flight time as a pilot of free balloons including at least eight launches and ascents of which one shall be solo flight.

(2) An applicant for the issue of a Free Ballon Pilot license shall obtain, under appropriate supervision, operational experience in free balloons in at least the following areas:

(i) pre-flight operations, including balloon assembly, rigging, inflation, mooring and inspection;
(ii) techniques and procedures for the launching and ascent, including appropriate limitations, emergency procedures and signals used;
(iii) collision avoidance precautions;
(iv) control of the free balloon by external visual reference;
(v) recognition of, and recovery from, rapid descents;
(vi) cross-country flying using visual reference and dead reckoning;
(vii) approaches and landings, including ground handling;
(viii) emergency procedures.

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(3) If the applicant intends to exercise the privileges of the license at night, the applicant shall obtain, under appropriate supervision, operational experience in free balloons in night flying.

(4) If passengers are to be carried for remuneration or hire, the license holder shall complete at least thirty-five hours of flight time including twenty hours operating a free balloon.

(d) Skill

(1) An applicant for the issue of a Free Ballon Pilot license shall demonstrate the ability to perform duties of pilot-in-command of a free balloon, by completing the procedures and maneuvers described in BCAR – APL 2.20.1 (c)(2) with a level of competency appropriate to the privileges of a Free Balloon Pilot license, and the applicant shall demonstrate the ability to:

(i) recognize and manage threats and errors;
(ii) operate the free balloon within its limitations;
(iii) complete all maneuvers with smoothness and accuracy;
(iv) exercise good judgement and airmanship;
(v) apply aeronautical knowledge; and
(vi) maintain control of the free balloon at all times in a manner such that the successful outcome of a procedure or maneuver is assured.

(e) The applicant shall hold at least a valid Class 2 medical certificate.

BCAR – APL 2.20.2 Privileges of the holder of the license and the conditions to be observed in exercising such privileges

(a) The holder of a Free Balloon Pilot license shall exercise the privileges of the license to act as pilot in command of any free ballon, provided that the license holder complies with the requirements specified in BCAR – APL 1.2.10, BCAR – APL 1.2.11, BCAR – APL 1.3 (a), BCAR – APL Subpart B (A) and BCAR – APL 2.20.1 (c)(4), and holds operational experience in hot air or gas balloons as appropriate.

(b) Before exercising the privileges at night, the license holder shall comply with the requirements specified in BCAR – APL 2.20.1 (c)(3).

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PART B – LICENSES AND RATINGS FOR REMOTE PILOTS

BCAR – APL 2.21 General rules concerning remote pilot licenses and ratings

(a) This part governs licenses granted to applicants who seek to conduct commercial international operations with RPAS.

(b) An applicant who seeks to conduct internal (domestic) operations shall apply for a UAS Certificate of Competence, refer to BCAR-UAS for further details.

(c) A person shall not act as a remote pilot-in-command or as remote co-pilot of an RPA in any of the following (RPA) categories unless that person holds a remote pilot license issued under this part:

(1) Aeroplane
(2) Airship
(3) Glider
(4) Rotorcraft
(5) Powered – lift
(6) Free balloon

(d) The remote pilot license shall bear an endorsement identifying the category of RPA as a category rating.

(e) An applicant for a Remote Pilot license shall, meet the applicable requirements in respect of age, experience, flight instruction, competencies and medical fitness, as specified for that remote pilot license or rating.

(f) An applicant for any remote pilot license or rating shall demonstrate the requisite knowledge and skill specified for that remote pilot license or rating, in a manner determined by the BDCA.

BCAR – APL 2.21.1 Category ratings

(a) The BDCA shall endorse category ratings on a remote pilot license for the categories of RPA listed in BCAR – APL 2.21 (c).

(b) A holder of a remote pilot license seeking to add a category rating to an existing Remote Pilot license shall satisfy the requirements of this BCAR applicable to the privileges for which the category rating is sought.

BCAR – APL 2.21.2 Class and type ratings

(a) A class rating shall be established for RPA and associated RPS certificated for single remote pilot operations that exhibit comparable handling, performance and characteristics unless a type rating is considered necessary by the BDCA.

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(b) A type rating shall be established for RPA and associated RPS certificated for operation with a minimum crew of at least two remote pilots or whenever the BDCA determines that a type rating is necessary.

(c) Where an applicant for a Remote Pilot license satisfactorily demonstrates the required competencies for the initial issue of a remote pilot license, the Remote Pilot license shall reflect the category and ratings corresponding to the class or type of RPA and the associated RPS utilized during the competency demonstration.

(d) The prescribed levels of performance necessary for the operation of the class or type of RPA for which ratings are granted shall be published by the BDCA.

BCAR – APL 2.21.3 Circumstances in which class and type ratings are required

(a) A holder of a remote pilot license shall not exercise the privileges of remote pilot in command or remote co pilot of an RPA and its associated RPS, unless duly authorized as follows:

(1) the appropriate class rating as specified under BCAR – APL 2.21.2 (a); or
(2) the appropriate type rating required in accordance with BCAR – APL 2.21.2 (b).

(b) The BDCA shall endorse on a type rating any limitation restricting the holder's privileges to act solely as remote co-pilot, or to act as a remote pilot only during the cruise phase of the flight, where the BDCA imposes such limitations.

(c) The BDCA shall endorse on a class rating any limitation restricting the holder's privileges to act as remote pilot only during the cruise phase of the flight, where the BDCA imposes such limitation.

(d) The BDCA may grant a Remote Pilot license holder written special authorization in lieu of the class or type rating required under BCAR – APL 2.21.2 (a) for the purpose of training, testing, or a specific purpose non-revenue flight. The BDCA shall limit such authorization to the period necessary to complete the specific flight.

BCAR – APL 2.21.4 Requirements for the issue of class and type ratings

(a) Class rating

(1) An applicant for the issue of class and type ratings shall demonstrate the competencies required for the safe operations of an RPA of the class for which the rating is sought.

(b) Type rating as required by BCAR – APL 2.21.2 (b).

(1) An applicant for the issue of class and type ratings shall:

(i) Obtain, under appropriate supervision, experience in the applicable type of RPA and associated RPS or FSTD in the following:

(A) normal flight procedures and maneuvers during all phases of flight;

(B) abnormal and emergency procedures and maneuvers in the event of failures and malfunctions of equipment, such as engine, C2 link, systems and airframe;
(C) instrument procedures, including instrument approach, missed approach and landing procedures under normal, abnormal and emergency conditions, including simulated engine failure; and
(D) for the issue of an aeroplane category type rating, upset prevention and recovery training.

(1) The aeroplane upset prevention and recovery training may be integrated in the type rating programme or be conducted immediately after, as an additional module.

(E) procedures for crew incapacitation and crew coordination including allocation of remote pilot tasks; crew cooperation and use of checklists;

(2) An applicant for the issue of class and type rating shall demonstrated the competencies required for the safe operation of the applicable type of RPA and associated RPS and demonstrate C2 link management skills, relevant to the duties of a remote pilot-in-command or a remote co-pilot as applicable.

BCAR – APL 2.21.5 Use of an FSTD for acquisition of experience and demonstration of competencies

(a) The use of an FSTD for acquiring the experience or performing any maneuver required during the demonstration of competencies for the issue of a remote pilot license or rating shall be approved by the BDCA, which shall ensure that the FSTD used is appropriate to the task.

BCAR – APL 2.21.6 Circumstances in which authorization to conduct remote pilot license training is required

(a) The holder of a remote pilot license shall not provide instruction corresponding to the issue of a remote pilot license or rating unless the BDCA has granted such holder the appropriate authorization. The appropriate authorization shall include one of the following:

(1) the holder's remote pilot license bears an RPAS Instructor rating; or
(2) the BDCA has authorized the holder to act as an agent of an approved training organization for the purpose of conducting remote pilot license training; or or
(3) a specific authorization granted by the BDCA.

(b) A person shall not conduct remote pilot license training on an FSTD required for the issue of a remote pilot license or rating unless such person holds or has held an appropriate remote pilot license or possess appropriate RPAS training and flight experience and has received appropriate authorization from the BDCA.

BCAR – APL 2.21.7 Crediting of RPAS flight time

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

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

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

(d) The BDCA shall credit the holder of a remote pilot license, wh0 acts as remote co-pilot of an RPA certificated for single remote pilot operation but required by the BDCA to be operated with a remote co-pilot, with no more than 50 per cent of the remote co-pilot RPAS flight time towards the total RPAS flight time required for a remote pilot-in-command upgrade. The BDCA may authorize full credit of that RPAS flight time toward the total RPAS flight time required where the RPAS is equipped for operated by a remote co-pilot and is operated in a multi-crew operation.

(e) The holder of a remote pilot license, when performing the duties of a remote co-pilot of an RPA certificated to be operated with a remote co-pilot, may be credited in full of this RPAS flight time towards the total RPAS flight time required for a remote pilot-in-command upgrade.

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

(g) The holder of a remote pilot license applying for a new rating shall entitled to be credited for RPAS flight time experience obtained as a remote pilot of RPA. The BDCA shall determine whether such experience is acceptable and, whether it determines the experience is acceptable, shall reduce the experience requirements for the issue of the rating accordingly.

BCAR – APL 2.21.8 Limitation of privileges of remote pilots who attain their 60th birthday and curtailment of privileges of remote pilots who attain their 65th birthday

(a) The holder of a remote pilot license shall not act as pilot of an RPAS engaged in international commercial air transport operations if the license holder has attained their 60th birthday or, in the case of operations with more than one pilot, their 65th birthday.

BCAR – APL 2.22 Student Remote Pilot

(a) A student remote pilot shall meet requirements prescribed by the BDCA. In prescribing such requirements, the BDCA shall ensure that the privileges granted would not permit student remote pilots to constitute a hazard to air navigation.

(b) A student remote pilot shall not fly an RPA solo unless an authorized RPAS Instructor supervises or authorizes the flight.

(i) A student remote pilot shall not fly an RPA solo on international RPAS operations unless by special or general arrangement between the BDCA and other ICAO contracting states concerned permits the operation.

(c) A student remote pilot shall not fly an RPA solo unless he/she holds at least a valid Class 3 medical certificate.

(d) The BDCA may require an individual to hold a Class 1 medical certificate where that individual's work environment and responsibilities in the context of a specific RPAS application, warrant it.

BCAR – APL 2.23 Remote Pilot License

BCAR – APL 2.23.1 General Requirements for the issue of a remote pilot license

(a) The applicant for a remote pilot license shall be at least eighteen years of age.

(b) Knowledge

(1) An applicant for the issue of a Remote Pilot license shall demonstrate a level of knowledge appropriate to the privileges to the license sought and appropriate to the category of RPA and associated RPS intended to be included in the remote pilot license, in at least the following subjects:

(i) Air law

(A) rules and regulations relevant to the holder of a remote pilot license; rules of the air; appropriate air traffic services practices and procedures;
(B) rules and regulations relevant to flight under IFR; related air traffic services practices and procedures;

(ii) General RPAS knowledge

(A) principles of operation and the functioning of engines, systems and instruments;
(B) operating limitations of the relevant category of RPA and engines; relevant operational information from the flight manual or other appropriate document;
(C) use and serviceability checks of equipment and systems of appropriate RPA;
(D) maintenance procedures for airframes, systems and engines of appropriate RPA;
(E) for rotorcraft and powered-lifts, transmission (power trains) where applicable;
(F) use, limitation and serviceability of avionics, electronic devices and instruments necessary for the control and navigation of an RPA under IFR and in instrument meteorological conditions;
(G) flight instruments; gyroscopic instruments, operational limits and precession effects; practices and procedures in the event of malfunctions of various flight instruments;
(H) for airships, physical properties and practical application of gases;
(I) RPS general knowledge:

(1) principles of operation and function of systems and instruments;
(2) use and serviceability checks of equipment and systems of appropriate RPS;
(3) procedures in the event of malfunctions;

(J) C2 link general knowledge:

(1) different types of C2 links and their operating characteristics and limitations;
(2) use and serviceability checks of C2 link systems;

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(3) procedures in the event of C2 link malfunction;

(K) detect and avoid capabilities for RPAS;

(iii) Flight performance, planning and loading

(A) effects of loading and mass distribution on RPA handling, flight characteristics and performance; mass and balance calculations;
(B) use and practical application of take-off, landing and other performance data;
(C) pre-flight and en-route flight planning appropriate to RPAS operations under IFR; preparation and submission of air traffic services flight plans under IFR; appropriate air traffic services procedures; altimeter setting procedures;
(D) in the case of airships, rotorcraft and powered-lifts, effects of external loading on handling;

(iv) Human performance

(A) human performance relevant to RPAS and instrument flight, including threat and error management principles;

(v) Meteorology

(A) interpretation and application of aeronautical meteorological reports, charts and forecasts; use of, and procedures for obtaining, meteorological information, pre-flight and in-flight; altimetry;
(B) aeronautical meteorology; climatology of relevant areas with respect to the elements having an effect on 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;
(C) causes, recognition and effects of icing; frontal zone penetration procedures; hazardous weather avoidance;
(D) in the case of rotorcraft and powered-lifts, effects of rotor icing;
(E) in the case of high altitude operations, practical high altitude meteorology, including interpretation and use of weathers reports, charts and forecasts; jet streams;

(vi) Navigation

(A) air navigation, including the use of aeronautical charts, instruments and navigation aids; an understanding of the principles and characteristics of appropriate navigation systems; operation of RPAS equipment;
(B) use, limitation and serviceability of avionics and instruments necessary for control and navigation;
(C) use, accuracy and reliability of navigation systems used in departure, en-route, approach and landing phases of flight; identification of radio navigation aids;
(D) principles and characteristics of self-contained and external-referenced navigation systems; operation of RPAS equipment;

(vii) Operational procedures

(A) application of threat and error management to operational performance;
(B) 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;
(C) altimeter setting procedures;
(D) appropriate precautionary and emergency procedures; safety practices associated with flight under IFR; obstacle clearance criteria;
(E) operational procedures for carriage of freight; potential hazards associated with dangerous goods and their management;
(F) requirements and practices for safety briefings to remote flight crew members
(G) in the case of rotorcraft, and if applicable, powered-lifts, settling with power; ground resonance; retreating blade stall; dynamic rollover and other operating hazards; safety procedures, associated with flight in VMC;
(H) operational procedures for handovers and coordination;
(I) operational procedures for normal and abnormal C2 link operations;

(viii) Principles of flight

(A) principles of flight; and

(ix) Radiotelephony

(A) communication procedures and phraseology; action to be taken in case of communication failure.

(c) Skill

(1) The applicant for a remote pilot license shall demonstrate the competencies of the adapted competency model approved by the BDCA at the level required, to perform the duties of a remote pilot in command of an RPAS operation within the appropriate category of RPA and associated RPS.

(2) If the privileges of the remote pilot are to be exercised on a multi-engined RPA, the applicant for a remote pilot license shall demonstrate the ability to operate under IFR with degraded propulsion capabilities.

(d) The applicant shall hold at least a valid Class 3 medical certificate

(1) The BDCA may require an individual to hold a Class 1 medical certificate where that individual's work environment and responsibilities, in the context of a specific RPAS application, warrant it.

BCAR – APL 2.23.2 Privileges of the holder of the remote pilot license and the conditions to be observed in exercising such privileges

(a) Subject to compliance with the requirements specified in BCAR – APL 1.2.10, BCAR – APL 1.2.11, BCAR – APL 1.3 (a), BCAR – APL 1.3.2 and BCAR – APL 2.21.1, the privileges of the holder of a remote pilot license shall be:

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

(b) Before exercising the privileges at night, the remote pilot license holder shall receive dual instruction in an RPA and associated RPS in night flying, including take-off, landing and navigation.

BCAR – APL 2.23.3 Specific requirements for the issue of remote pilot license

(a) Experience

(1) An applicant for the issue of a Remote Pilot license shall obtain experience during training in operating the RPA and associated RPS to demonstrate the competencies required in BCAR – APL 2.13.1.3.

(b) Remote Pilot Training

(1) To satisfy the requirements of the remote pilot license, the applicant shall complete an approved BDCA training course. The training shall employ a competency-based methodology and, where applicable, shall incorporate a multi-crew operational environment.

(2) During the training, the applicant shall acquire the competencies and underpinning skills necessary to performing as a remote pilot of an RPA certificated for operation under IFR.

(3) The applicant shall obtain dual remote pilot license training in an RPA and associated RPS, from an authorized RPAS instructor. The RPAS instructor shall ensure that the applicant obtains operational experience across all phases of flight and the entire operating envelope of the RPAS, including abnormal and emergency conditions, upset prevention and recovery training for the relevant categories , and IFR operations.

(4) Where the applicant intends to exercise the privileges of the remote pilot on a multi-engined RPA, the applicant shall obtain dual instrument remote pilot license training in a multi-engined RPA within the appropriate category from an authorized RPAS instructor. The RPAS instructor shall ensure that the applicant obtained operational experience operating the RPA within the appropriate category with one or more engines inoperative or simulated inoperative.

BCAR – APL 2.24 RPAS Instructor Rating

BCAR – APL 2.24.1 Requirements for the issue of an RPAS Instructor rating

(a) Knowledge

(1) The applicant for the issue of an RPAS Instructor rating shall demonstrate the ability to effectively assess trainees against the adapted competency model used in the approved training program.

(2) The applicant for an RPAS Instructor rating shall successfully complete the RPAS instructor training program and meet the qualifications of a BDCA approved training organization appropriate to the delivery of competency-based training programs.

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

(i) the adapted competency model of the remote pilot instructor training program according to the defined grading system used by the RPAS operator or approved training organization;
(ii) in accordance with the assessment and grading system of the RPAS operator or approved training organization, making assessments by observing behaviors; gathering objective evidence regarding the observable behaviors of the adapted competency model used;
(iii) recognizing and highlighting performance that meets competency standards;
(iv) determining root causes for deviations below the expected standards of performance; and
(v) Identifying situations that could result in unacceptable reductions in safety margins.

(4) An applicant for the issue of an RPAS Instructor rating shall meet the competency requirements prescribed for the issue of a remote pilot license appropriate to the category of RPA and associated RPS.

(5) The applicant shall, in addition, demonstrated a level of competency appropriate to the privileges granted to the holder of an RPAS instructor rating, in at least the following areas:

(i) techniques of applied instruction;
(ii) assessment of student performance in those subjects in which ground instruction is given;
(iii) the learning process;
(iv) elements of effective teaching;
(v) competency-based training principles, including student assessments;
(vi) evaluation of the training program effectiveness;
(vii) lesson planning;
(viii) classroom instructional techniques;
(ix) use of training aids, including FSTDs as appropriate;
(x) analysis and correction of student errors;
(xi) human performance relevant to RPAS, instrument flight and remote pilot license training, including threat and error management principles (TEM); and
(xii) hazards involved in simulating system failures and malfunctions in the aircraft.

(b) Skill

(1) The applicant for an RPAS Instructor rating shall successfully complete a formal competency assessment, prior to conducting instruction or assessment under a competency-based training program.

(2) The competency assessment shall be conducted during a practical training session in the category of RPA and associated RPS for which RPAS instructor privileges are sought, including pre-flight, post-flight and ground instruction as appropriate.

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

(c) Experience

(1) An applicant for the issue of an RPAS Instructor rating shall meet the requirements for the issue of a remote pilot license, maintain competencies and meet the recent experience requirements for the remote pilot license.

(2) An applicant for an RPAS Instructor rating shall demonstrate sufficient training and experience to attain the required level of proficiency in all the required tasks, maneuvers, operations and principles, and methods of instruction relevant to BCAR – APL 2.20.3 (b).

(d) Remote Pilot Training

(1) An applicant for the issue of an RPAS Instructor rating shall, under the supervision of an RPAS instructor authorized by the BDCA for that purpose:

(i) receive training in RPAS instructional techniques including demonstration, student practices, recognition and correction of common student errors; and
(ii) practice instructional techniques in those flight maneuvers and procedures for which the applicant intends to provide remote pilot license training.

BCAR – APL 2.24.2 Privileges of the holder of the RPAS Instructor rating and the conditions to be observed in exercising such privileges

(a) The holder of an RPAS Instructor rating shall exercise the following privileges, subject to compliance with the requirements specified in BCAR – APL 1.2.10 and BCAR – APL 2.21.1:

(1) the holder may supervise solo flights conducted by student remote pilots; and
(2) the holder may conduct remote pilot license training leading to the issue of a remote pilot license and an RPAS instructor rating, provided that the RPAS instructor:

(i) holds at least the remote pilot license and rating for which instructor provides instruction, in the appropriate RPA category and associated RPS;
(ii) holds the remote pilot license and rating required to act as the remote pilot-in-command of the RPA category and associated RPS on which the instructor provides instruction; and
(iii) has obtained an endorsement of the granted RPAS instructor privileges on the remote pilot license.

(b) An applicant, who seeks to conduct remote pilot license training in a multi crew operational environment, shall also satisfy all applicable instructor qualification requirements.

BCAR – APL 2.25 Designated Examiners

(a) . The Director of the BDCA may, on receipt of an application, designate an applicant as an examiner to conduct skill tests, proficiency checks, biennial flight reviews, and familiarization training on behalf of the BDCA, upon determining that the applicant is a suitably qualified person of integrity.

(b) An applicant for the issue of designated examiner shall hold an valid Flight Instructor Rating.

(c) The Director of the BDCA shall notify each designated examiner in writing of the scope of responsibilities and privileges conferred.

(d) The Director of the BDCA shall notify each approved aviation training organization of the examiners designated to conduct skill tests for the issuance of pilot licenses and associated ratings.

(e) A Designated Examiner (DE) shall, insofar as practicable, not administer a skill test to an applicant to whom the examiner has provided flight instruction for the relevant license or rating, unless the Director of the BDCA has given prior written consent.

(f) A Designated Examiner (DE) may, subject to the privileges of the DE's license and ratings, conduct skill tests, proficiency checks, biennial flight reviews and familiarization training for the issuance of licenses under this Part.

(g) The validity period of a designation as an examiner shall remain valid for a period not exceeding one year. The Director of the BDCA shall have sole discretion to renew such designation.

BCAR – APL 2.26 Agricultural Aircraft Rating

BCAR – APL 2.26.1 Issuance of an Agricultural aircraft rating

(a) An applicant seeking the grant of an Agricultural Private Aircraft Rating (APAR) or Commercial Aircraft Rating (ACAR), shall satisfy the following requirements:

(1) be at least eighteen years of age
(2) apply to the Director of the BDCA in the prescribed form.
(3) hold of a Private Pilot license, in the case of an application for an Agricultural Private Aircraft Rating, or a Commercial Pilot License, in the case of an application for an Agricultural Commercial Rating; issued by Belize Department of Civil Aviation.
(4) hold the appropriate a medical certificate corresponding to the pilot license held by the applicant, and
(5) have accumulated a minimum of 100 flying hours prior to commencing agricultural aircraft operations training, and a minimum of 150 flying hours prior commencing solo agricultural aircraft flight training.
(6) complete and show proof of the Agricultural aircraft Operations Training detailed in BCAR – APL 2.26.4 and 2.26.4 (f) or provide proof of having received agricultural aircraft operations instruction under an approved training curriculum, from an approved instructor

in another ICAO Contracting State, and have achieved a minimum of 200 flying hours before applying of Agricultural Aircraft Rating.

(7) pass an agricultural aircraft operations knowledge examination administered by the BDCA or a skill test conducted by a BDCA Operations Inspector or a BDCA designated examiner as prescribed in BCAR 137.040, Subpart B.
(8) hold a valid Belize Pesticide Control Board (PCB) license; and
(9) pay the prescribed fees for the agricultural aircraft knowledge examination and skill test.

BCAR – APL 2.26.2 Limitations

(a) The holder of an Agricultural Private Aircraft rating shall conduct private agricultural aircraft operations only over a property where the holder is the owner or lessee of the property, or otherwise holds a legal interest in the property or crops on the property, and only where such operations do not involve remuneration. The holder shall provide evidence of such ownership, leasehold, or other legal interest to the Director of the BDCA upon request.
(b) The holder of a commercial pilot license who hold an Agricultural Commercial Aircraft rating may conduct both private agricultural aircraft operations, in accordance with paragraph (a) and commercial agricultural aircraft operations, in accordance with paragraph (c).
(c) Commercial agricultural aircraft operations are operations conducted for remuneration on property in which neither the holder nor an immediate family member of the holder has an ownership, leasehold, or other legal interest, and which does not form part of land held communally with the holder.

BCAR – APL 2.26.3 Recent experience requirement and renewal of an Agricultural Aircraft Rating

(a) The holder of an Agricultural Aircraft rating (aeroplane and rotorcraft) shall not act as pilot - in – command of an aircraft engaged in agricultural operations unless the holder:

(1) has flown 50 hours as pilot – in – command of an aeroplane or rotorcraft engaged in agricultural operations within the period of 1 year immediately preceding the proposed flight.; or

(2) Has completed at least three take offs and landings within the 90 day period immediately preceding the proposed flight in the category and class of aircraft in which the holder exercises the privileges of the Agricultural Aircraft rating.

(b) An applicant for the renewal of an Agricultural Private Aircraft Rating (APAR) or Commercial Aircraft Rating (ACAR) shall :

(1) Be at least 18 years of age;
(2) Hold the private or commercial aircraft rating, as applicable, issued by Belize Department of Civil Aviation, to which the corresponding Agricultural Aircraft Rating attaches;.
(3) hold a valid medical certificate appropriate to the license of the held by the applicant.
(4) Submit the prescribed application form; and.
(5) provide proof of compliance with the recent experience requirements in paragraph (a).

BCAR – APL 2.26.4 Training for agricultural aircraft rating – Aeroplane

(a) General Requirements

(1) A pilot authorized by the Belize Department of Civil Aviation who holds a current, appropriate agricultural pilot rating may conduct all dual flight instruction authorized under this section.
(2) A pilot shall not commence dual flight instruction phase of the approved training syllabus until having accumulated a minimum of 100 hours of flight time.
(3) A pilot undergoing dual training shall not commence solo flight training portion of the syllabus until having accumulated a minimum of 150 hours of flight time.

(b) The agricultural aircraft training shall be divided into three stages:

(1) Agricultural Aircraft familiarization as specified in paragraph (b);
(2) Intermediate training as outlined in paragraph (c); and
(3) Agricultural aircraft pilot training in accordance with BCAR – APL 2.26.5.

(c) Agricultural Aircraft Familiarization

(1) An applicant shall complete the ground instruction training on the appropriate aircraft type prior to commencing agricultural flight instruction, to ensure that the applicant is familiar with the operating characteristics of that aircraft type before commencing such flight instruction.

(i) Ground Instruction
(A) Study of aircraft handbook and flight manual;
(B) Agricultural aircraft pre-flight inspection and pilot maintenance;
(C) Fuel, oil and electrical systems;
(D) Hopper tank and dumping systems.

(ii) Flight Instruction
(A) Take-off and climb;
(B) Climbing and steep turns;
(C) Approach to stall (various configurations).
(D) Normal approach and landings;
(E) Forced landings;
(F) Approach, rejected landing and overshoot;
(G) Stopping engine and parking.

(iii) Flight times

(A) Dual instruction in agricultural aircraft at least: 1 hour dual instruction, 1 hour solo.

(d) Intermediate training

(1) An applicant shall complete a period of flying instruction and solo practice intended to transition the applicant from the standard required for the Commercial Pilot License to the standard required prior to commencing agricultural operational role training.

(i) Ground Instruction
- (A) Problems associated with low level operation over various types of terrain;
- (B) Techniques associated with low level circuits and landings;
- (C) Effect of flap in turns (where applicable).

(ii) Flight Instruction
- (A) Steep turns, stalling in steep turns, maximum rate turns;
- (B) Basic low flying;
- (C) Take-off into wind, 500-300 foot circuit landing or touch and go;
- (D) Low flying, including steep turns, effect of wind, effect of flap (where applicable)
- (E) Circuits 300 foot and 100 foot, cross-wind and downwind landing touch and go.
- (F) Low flying, over differing terrain at gross weight.

(iii) Flight Time

(A) The flight time shall be at least 20 hours of which a minimum of 10 hours shall be dual instruction

BCAR – APL 2.26.5 Agricultural Pilot Training – Aeroplane

(a) Ground Instruction
- (1) Study of Aeronautical Information Circulars, Belize Civil Aviation Regulations, Advisory Circulars guidance and regulatory material from the pesticides control board, and any other requirements applicable to agricultural aviation.;
- (2) Theoretical aspects of agricultural aviation including types of material sprayed or sown, application rates, application techniques, airspeed versus swath widths, meteorological aspects affecting drift, environmental responsibilities;
- (3) Care of aircraft, cleaning of windscreen or bubble, airframe and underside, serviceability of engine and instruments, fuel policy;
- (4) Strip operations, surface conditions, effect of soft ground.
- (5) Safety procedures around aeroplane, hot refueling, briefing of ground personnel, and signals with ground staff.

(b) Flight Instruction
- (1) Inspection of airstrip from the air, planning approach and landing, take-off;
- (2) Briefing of work area, boundary inspections, planning of work, fuel management;
- (3) Operation on loading area or landing site and selection or loads.
- (4) Simulated spreading and spray runs, including emergency drills for each stage of flight;
- (5) Productive flying with work load being transferred gradually from the instructor to the pilot under instruction.

(c) Flight Time

(1) The flight time shall be at least:

(i) 10 hours dual instruction in an agricultural aeroplane and 40 hours of directly supervised solo training in an agricultural aeroplane. The applicant may conduct actual application of agricultural products only during the final 10 hours of supervised solo training, and only after obtaining the prior written consent from the proprietor of the land over which this agricultural aircraft operations will take place.

BCAR – APL 2.26.6 Training for agricultural Rating – Rotorcraft

(a) General Requirements

(1) A pilot authorized by the Belize Department of Civil Aviation and also holds an appropriate current agricultural pilot rating is to conduct all dual training and authorize flights where the student acts as pilot in command. The training will be divided into three stages:
(i) Agricultural Aircraft familiarization;
(ii) Intermediate training and;
(iii) Agricultural aircraft pilot training.

(b) Agricultural Aircraft familiarization
(1) An applicant shall complete the ground instruction training on the appropriate aircraft type prior to commencing agricultural flight instruction, to ensure that the applicant is familiar with the operating characteristics of that aircraft type before commencing such flight instruction .

(c) Ground Instruction
(1) Study of aircraft handbook and flight manual;
(2) Agricultural aircraft pre-flight inspection and pilot maintenance;
(3) Fuel, oil and electrical systems;
(4) Hopper tank and, where appropriate, jettison systems.

(d) Flight Instruction
(1) Correct start and warm-up procedures;
(2) Lift into hover, pattern flying and hover;
(3) Take-off and climb; Climbing and descending (straight and whilst turning);
(4) Quick stops;
(5) S-Turns;
(6) Emergencies-including autorotation and simulated tail rotor failures;
(7) Landing-normal, tail rotor failure, autorotation and power recovery;
(8) Simulated high altitude take-off and landing;
(9) Sloping landings;
(10) Run down, stopping engines and tying down rotors.

(e) Flight Times

(1) Dual instruction in agricultural aircraft- at least: 1 hour dual instruction, 1 hour solo.

(f) Intermediate Training

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(1) This period of pure flying instruction and solo practice is intended to transition the applicant from the standard required for the commercial pilot license to the standard required prior to commencing agricultural operational role training.

(g) Ground Instruction

(1) Problems associated with low level operations over various types of terrain;
(2) Techniques associated with low flying contour flying;
(3) Various requirements for hovering flight both in and out of ground effect
(4) Effect of loss of translation;
(5) Importance of RPM control.

(h) Flight Instruction

(1) Spray turns;
(2) Low contour flying with emphasis on constant speed and height above the surface;
(3) Prolonged hovering both in and out of ground effect. Emphasis on accuracy and position;
(4) Holding;
(5) All up weight operation.

(i) Flight Time

(1) The applicant shall obtain at least 8 hours dual instruction and 6 hours solo.

BCAR – APL 2.26.7 Agricultural Aircraft Pilot Training – Rotorcraft

(a) Ground Instruction

(1) Study of Aeronautical Information Circulars, Belize Civil Aviation Regulations, Advisory Circulars, guidance and regulatory material from the Pesticides Control Board and any other requirements applicable to agricultural aviation.
(2) Theoretical aspects of agricultural aviation including types of material sprayed or sown, application rates, application techniques, airspeed versus swath widths, meteorological aspects affecting drift, environmental responsibilities;
(3) Care of aircraft, cleaning of windscreen or bubble, airframe and underside serviceability of engine and instruments, fuel policy;
(4) Inspection of landing site, surface conditions, landing path and clearance from obstructions.
(5) Safety procedures around helicopter, briefing of ground personnel, signals with ground staff and selection of loads.

(b) Flight Instruction

(1) Briefing of work area, boundary inspections, planning of work, fuel management;
(2) Operations on loading area or landing site, selection of loads, signals with driver;
(3) Simulated sowing and/or spray, runs, including drills for each stage of flight;
(4) Productive flying with workload being transferred gradually from the instructor to the pilot under instruction.

(c) Flight Time

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(1) The applicant shall obtain at least 25 hours dual instruction in an agricultural helicopter and 35 hours of directly supervised solo training in an agricultural helicopter.

BCAR – APL 2.26.8 Approved Agricultural Aircraft Flight Instructor

(a) An applicant for approval to conduct initial agricultural flight training or operational flight training shall hold the following minimum experience in agricultural operations, in the category of aircraft for which the applicant seeks approval:

(1) Aeroplanes – 2,000 hours of which a minimum of 1,000 hours shall have been gained in spraying operations and 500 hours on top dressing operations; or

(2) Helicopters – 1, 000 hours.

(b) An applicant for approval to conduct direct and indirect supervision or agricultural aircraft familiarization training, shall hold the following minimum experience in agricultural operations, in the category of aircraft for which the applicant seeks approval;

(1) Aeroplanes – 1, 000 hours of which a minimum of either 250hours shall have been gained in spraying operations or 250 hours in top dressing operations, depending on the applicable operation; or

(2) Helicopters – 500 hours.

(c) The BDCA may renew an approval for initial or operation agricultural aircraft flight training on an annual basis, provided that the applicant has obtained a minimum 100 hours in agricultural operations during the preceding 12 months. Where, the applicant cannot demonstrate having obtained the required 100 hours, the applicant shall pass an Agricultural Aircraft Operations familiarization training administered by the BDCA or a BDCA designated examiner.

(d) The BDCA may renew an approval for direct supervision of trainee's activities during the operation or training or indirect supervision of trainee's while not physically being present during with the trainee's training but retains overall responsibility for oversight guidance, within approved limitation and procedures for agricultural aircraft familiarization training or endorsement training, concurrently with the renewed with the agricultural rating.

BCAR – APL 2.27 Military Personnel

(a) A certified military pilot or certified former military pilot who meets the applicable requirements of this section may apply, based on their military qualifications, training and flight experience shall hold:

(1) A commercial pilot license
(2) an aircraft rating that is in the category and class of aircraft for which the military pilot is qualified.
(3) An instrument rating with the appropriate aircraft rating for which the military pilot is qualified; and

(4) A type rating, where appropriate

This paragraph shall not apply to a rated military pilot or rated former military pilot who has been removed from flight status for lack of skill or as a result of disciplinary action involving aircraft operations.

(b) Military Pilots in active flying status within the preceding12 months.

(1) A licensed military pilot or former military pilot who has been active in their flying status within the 12 months preceding the date of application shall:

(i) pass the knowledge test required under this regulation for the commercial pilot license.
(ii) submit the documentation demonstrating compliance with the paragraph (d) of this section for at least one aircraft category rating; and.
(iii) submit documentation showing that the applicant is or was, at any time during the 12 calendar months preceding the month of application, an authorized military pilot in active flying status with the Belize Defense Force Air Wing.

(c) Military pilots in non-active flying status during the preceding 12 calendar months .

(1) A licensed military Pilot or former military pilot who has not been in active flying status within the 12 calendar months preceding the month of application shall:

(i) pass the tests of theoretical knowledge and practices prescribed under this regulation for the license or rating sought.
(ii) submit documentation showing that the applicant is or was, at any time during the 12 calendar months preceding the month of application, a military pilot qualified in accordance with paragraph (d) of this section.

(d) Aircraft category rating, class and type rating.

(1) A rated military Pilot or former rated military pilot applying for an aircraft category, class, or type rating, where applicable, shall be issued that rating at the commercial pilot license level if the pilot presents documented evidence demonstrating satisfactory compliance of the following:

(i) an Official Belize Defense Force Air Wing pilot check and instrument proficiency check the applicable aircraft in the aircraft category, class or type, conducted as pilot in command during the 12 calendar months preceding to the month of application;
(ii) At least 10 hours of flight time as pilot in command in the applicable aircraft category, class, or type during the 12 calendar months preceding the month of application.
(iii) Pass a practical test conducted by the BDCA in that aircraft after the applicant has:

(A) Complied with the requirements of paragraph (b)(1)(i) and (b)(1)(ii) of this section; and
(B) received an endorsement from an authorized instructor certifying that the applicant is competent to undertake the practical test, provided that such endorsement is issued within a 60-day period preceding the date of the practical test.

(e) Instrument Rating:

(1) A rated military pilot or a rated former military pilot who requests an aeroplane or helicopter instrument rating to be added to his commercial pilot license, may request an instrument rating if the pilot holds within 12 calendar months preceding the month of application:

(i) has completed an instrument proficiency check conducted by a qualified instructor from the Belize Defense Force Air Wing in the category of aircraft for which an instrument rating is sought; and.

(ii) has received authorization from the Belize Defense Force Air Wing to conduct IFR flights on the airways in the category and class of aircraft for which the instrument rating is sought.

(f) Aircraft type rating.

(1) The BDCA shall issue an aircraft type rating only for aircraft types that the BDCA has certified for civil operations.

(g) Evidence documents.

(1) An applicant shall submit the following documents as satisfactory evidence for the stated purposes:

(i) an official identification card issued to the pilot by the Belize Defense Air Force Wing as evidence of membership in the armed forces; and.

(ii) an original or a copy of a certificate of discharge or dismissal, as evidence e of discharge or dismissal from the Belize Defense Force Air Wing or former member of the armed forces, which discharge or dismissal may be demonstrated by.

(A) An official Belize Defense Force Air Wing memorandum regarding flying status;

(B) an official Belize Defense Force Air Wing authorization form or personal flight logbook showing military status; and

(C) an official certificate showing that the applicant graduated from a Belize Defense Force recognized military pilot institution and received a rating as a military pilot.

(iii) A certified Belize Air Force personal flight logbook, or an appropriate official Belize Air Force Form or summary, as evidence of flight time in a military aircraft as a member of the Belize Defense Force Air Wing.

(iv) an official Belize Defense Force Air Wing record of a military pilot check as pilot-in-command, as evidence of pilot-in-command qualification.

(v)an official record of satisfactory completion of an instrument rating check within the 12 calendar months preceding the month of application, as evidence of instrument rating qualification.

(vi) maintains the validity of the license, the applicant shall present a certification issued by the Belize Defense Force Air Wing; on an annual basis, in the case of a private pilots; and every six months for commercial pilot.

BCAR APL – 2.28 Aircraft Maintenance Engineers from the Belize Defense Force Air Wing

(a) The BDCA shall recognize the theoretical and practical instruction completed by Maintenance Engineer Personnel who have graduated from a training organization recognized by the Belize Defense Force Air Wing and successfully completed an approved aircraft maintenance training program. Such instruction may be credited toward the requirements for the issuance of an Aircraft Maintenance Engineer License. Notwithstanding such credit, the applicant shall satisfy the applicable competency assessment and skill requirements established in Subpart D of this BCAR, including the requirements of BCAR APL 4.2.2 for a Type II Aircraft Maintenance Engineer License and BCAR APL 4.2.3 for a Type I Aircraft Maintenance Engineer License.

(b) The BDCA shall issue a Type II Aircraft Maintenance Engineer License to military personnel who demonstrate through an official order certifying that the aircraft maintenance engineer personal has graduated from a training organization recognized by the Belize Defense Force Air Wing and possesses the knowledge and experience required under Subpart D sections BCAR – APL 4.2.2 (b) and (c).

(c) The BDCA shall issue a Type I Aircraft Maintenance Engineer License to military personnel who demonstrate, through an official order certifying that the aircraft maintenance engineer personal has graduated from a training organization recognized by the Belize Defense Force Air Wing and possesses the knowledge and experience required under Subpart D sections BCAR – APL 4.2.3 (b) and (c).

(d) To maintain the validity of the license, the holder shall present a certification issued by the Belize Defense Force Air Wing.

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SUBPART C

LICENSES FOR FLIGHT CREW MEMBERS OTHER THAN LICENSES FOR PILOTS

BCAR – APL 3.1 General rules concerning Flight Engineer licenses.

(a) An applicant shall, before being issued with a flight engineer license, meet such requirements in respect of age, knowledge, experience, skill and medical fitness as are specified for flight engineer license, in a manner determined by the BDCA.

(1) An applicant for a flight engineer license shall demonstrate such requirements for knowledge and skill as are specified for license flight engineer license, in a manner determined by the BDCA.

BCAR – APL 3.2 RESERVED

BCAR – APL 3.3 Flight Engineer license

BCAR – APL 3.3.1 Requirements for the issue of flight engineer license

(a) Age Requirement

(1) The applicant shall at least 18 years of age.

(b) Knowledge

(1) The applicant shall have demonstrated a level of knowledge appropriate to the privileges granted to the holder of a flight engineer license, in at least the following subjects:

(i) Air law

(A) Rules and regulations relevant to the holder of a flight engineer license; rules and regulations governing the operation of civil aircraft pertinent to the duties of a flight engineer;

(ii) Aircraft general knowledge

(A) Basic principles of engines, gas turbines, piston engines; characteristics of fuels, fuel systems including fuel control; lubricants and lubrication systems; afterburners and injection systems, function and operation of engine ignition and starter systems;
(B) Principles of operation, handling procedures and operating limitations of aircraft engines; effects of atmospheric conditions on engine performance;
(C) Airframes, flight controls, structures, wheel assemblies, brakes and anti-skid units, corrosion and fatigue life; identification of structural damage and defects;
(D) Ice and rain protection systems;
(E) Pressurization and air conditioning systems, oxygen systems;
(F) Hydraulic and pneumatic systems;

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(G) Basic electrical theory, electric systems (AC and DC), aircraft wiring systems, bonding and screening;
(H) Principles of operation of instruments, compasses, autopilots, radio communication equipment, radio and radar navigation aids, flight management systems, displays and avionics;
(I) Limitation of appropriate aircraft;
(J) Fire protection, detection, suppression and extinguishing systems;
(K) Use and serviceability checks of equipment and systems of appropriate aircraft;

(iii) Flight performance, planning and loading

(A) Effects of loading and mass distribution on aircraft handling, flight characteristics and performance; mass and balance calculations;
(B) Use and practical application of performance data including procedures for cruise control;

(iv) Human performance

(A) Human performance relevant to the flight engineer including threat and error management principles;

(v) Operational procedures

(A) Principles of maintenance, procedures for the maintenance of airworthiness, defect reporting, pre-flight inspections, precautionary procedures for fueling and use of external power; installed equipment and cabin systems;
(B) Normal, abnormal and emergency procedures;
(C) Operational procedures for carriage of freight and dangerous goods;

(vi) Principles of flight

(A) Fundamentals of aerodynamics;

(vii) Radiotelephony

(A) Communication procedures and phraseology.

(2) The applicant shall demonstrate a level of knowledge appropriate to the privileges granted to the holder of a flight engineer license in at least the following subjects:

(i) Fundamentals of navigation; principles and operation of self-contained systems; and
(ii) Operational aspects of meteorology.

(c) Experience

(1) The applicant shall have completed, under the supervision of a person accepted by the BDCA for that purpose, not less than 100 hours of flight time in the performance of the duties of a flight engineer. The BDCA will consider whether the experience as a flight

engineer in a flight simulator, which it has approved, is acceptable as part of the total flight time of 100 hours and the credit for such experience shall be limited to a maximum of 50 hours.

(i) The BDCA shall recognize an applicant's prior flight experience in aircraft from other categories, as long as such experience has been obtained in an ICAO contracting state. However, the BDCA shall determine the extent to which the flight time requirements under BCAR – APL 3.3.1 (c)(1) can be reduced accordingly.

(2) The applicant shall have operational experience in the performance of the duties of a flight engineer, under the supervision of a flight engineer accepted by the BDCA for that purpose, in at least the following areas:

(i) Normal procedures:
(A) Pre-flight inspections;
(B) Fueling procedures, fuel management;
(C) Inspection of maintenance documents;
(D) Normal flight deck procedures during all phases of flight;
(E) Crew coordination and procedures in case of crew incapacitation;
(F) Defect reporting.

(ii) Abnormal and alternate (standby) procedures:
(A) Recognition of abnormal functioning of aircraft systems;
(B) Use of abnormal and alternate (standby) procedures.

(iii) Emergency procedures:
(A) Recognition of emergency conditions;
(B) Use of appropriate emergency procedures.

(d) Skill

(1) The applicant shall demonstrate the ability to perform as flight engineer of an aircraft, the duties and procedures described in BCAR – APL 3.3.1 (c)(2) with a degree of competency appropriate to the privileges granted to the holder of a flight engineer license, and to:

(i) Recognize and manage threats and errors (TEM);
(ii)Use of aircraft systems within the aircraft´s capabilities and limitations;
(iii) Exercise good judgement and airmanship;
(iv) Apply aeronautical knowledge;
(v)Perform all the duties as part of an integrated crew with the successful outcome assured; and
(vi) Communicate effectively with the other flight crew members.

(2) The BDCA shall approve the use of an FSTD for performing any of the procedures required during the demonstration of skill described in BCAR – APL 3.3.1 (d)(1) and shall ensure that the FSTD is appropriate to the task.

(e) The applicant shall hold at least a current Class 2 medical certificate.

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BCAR – APL 3.3.2 Privileges of the holder of the license and the conditions to be observed in exercising such privileges

(a) Subject to compliance with the requirements specified in BCAR – APL 1.2.10, BCAR – APL 1.2.11 and BCAR – APL 1.3 (a), the privileges of the holder of a flight engineer license shall be to act as flight engineer of any type of aircraft on which the holder has demonstrated a level of knowledge and skill, as determined by the BDCA on the basis of those requirements specified in BCAR – APL 3.3.1 (b) and BCAR – APL 3.3.1 (d) which are applicable to the safe operation of that type of aircraft.

(b) The types of aircraft on which the holder of a flight engineer license is authorized to exercise the privileges of that license, shall be either entered on the license or recorded elsewhere in a manner acceptable to the BDCA.

BCAR – APL 3.4 Flight radiotelephone operator License

(a) Where the knowledge and skill of an applicant have been established as satisfactory in respect of the certification requirements for the radiotelephone operator's restricted certificate specified in the general radio regulations annexed to the International Telecommunication Convention and the applicant has met the requirements that are pertinent to the operation of the radiotelephone on board an aircraft, the BDCA may endorse a license already held by the applicant (as provided for in BCAR - APL 5.2.1 XIII) or issue a separate license as appropriate.

(b) The BDCA shall have skill and knowledge requirements on radiotelephony procedures and phraseology have been developed as an integral part of all aeroplane, airship, helicopter and powered – lift pilot license.

(c) The applicant shall demonstrate satisfactory competence by successfully completing a radiotelephony phraseology examination conducted by an individual approved by the BDCA. The examination may be conducted in conjunction with the applicable skill test. Upon successful completion of the required examination, a Flight Radiotelephone Operator authorization shall be endorsed on the license held by the applicant in accordance with BCAR APL 5.2.1(xiii)

BCAR – APL 3.5 Cabin Crew License

BCAR – APL 3.5.1 Scope

(a) This BCAR sets out the requirements for the licensing of persons to provide cabin crew services.

(b) A person shall not act as cabin crew member unless that person holds a cabin crew license

BCAR – APL 3.5.2 Issuance of a Cabin Crew License

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(a) An applicant for the issuance of a Cabin Crew License shall meet the applicable eligibility, knowledge, training, examination, and competency requirements prescribed in this regulation.
(b) Where a theoretical examination is required under this regulation, the examination shall be administered by the BDCA.
(c) Where a practical or oral evaluations is required, the BDCA may authorize an approved training organization, an operator, or a designated examiner to conduct the assessment on its behalf.
(d) The person or organization conducting a practical assessment or oral evaluation shall record and certify the results on a form prescribed by the BDCA and submit such records in accordance with BDCA requirements.
(e) A cabin crew license shall be issued only after the BDCA has determined that the applicant has satisfactorily complied with all applicable requirements of this regulation.

BCAR – APL 3.5.3 Requirements

(a) The applicant shall have attained a minimum age of 18 years.
(b) The applicant must hold at least a Class 2 medical certificate issued in accordance with BCAR – APL 6.1.1.
(c) The applicant shall successfully complete the theoretical and practical cabin crew training course at an approved training organization certified under BCAR-141.The applicant shall satisfy the requirements prescribed in BCAR – APL 3.5.2 (b),(c) and (d).

BCAR – APL 3.5.4 Knowledge requirements

(a) The applicant must demonstrate a level of knowledge appropriate to the privileges granted by the cabin crew member license and to the type of aircraft to be included in the license. For this purpose, the applicant shall take a written theoretical knowledge examination before the BDCA regarding the following aviation instruction:

(1) Aviation legislation and regulations

(i) National Laws and regulations
(ii) International conventions and regulations

(2) Aeronautical terminology and terms of reference

(i) Aeronautical Terminology
(ii) Terms of reference

(3) Theory of Flight and Aircraft Operations

(i) Theory of Flight
(ii) Main components of the aircraft
(iii) Critical surfaces
(iv) Pressurization System
(v) Weight and balance
(vi) Meteorology – Turbulence

(vii) Intercommunications equipment
(viii) Air Traffic Control

(4) Flight physiology

(i) Oxygen system and use
(ii) Effects of Altitude
(iii) Cabin poisoning

(5) Duties and responsibilities

(i) General responsibilities
(ii) Pre-flight and post-flight
(iii) In-flight

(6) Safety Procedures
(i) Crew coordination
(ii) Communication
(iii) Passenger announcements
(iv) Deicing / anti – icing
(v) Crew information
(vi) Safety supervision
(vii) Passenger handling
(viii) Passenger and crew seats and restraint systems
(ix) Electronic devices
(x) Passenger service on the ground
(xi) Refueling with passengers on board
(xii) Cabin preparation before takeoff and landing
(xiii) Abnormal situations
(xiv) Turbulence
(xv) Crew member incapacitation
(xvi) Flight deck protocol
(xvii) Refueling
(xviii) Post-flight duties
(xix) Oxygen management
(xx) Unlawful interference

(7) Emergency procedures

(i) General emergency procedures and basic principles
(ii) Emergency equipment (generalities and use)
(iii) Firefighting
(iv) Smoke suppression procedures
(v) Emergency lighting systems
(vi) Slow/rapid depressurization
(vii) Preparation for emergency landing
(viii) Evacuation procedures

(ix) Ditching
(x) Life rafts and slides (use of)

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(xi) Sea survival

(8) Transportation of Dangerous goods

(i) General concept
(ii) Classification
(iii) Forbidden dangerous goods
(iv) Marking and labeling
(v) Exceptions
(vi) Emergency procedures

(9) Human factors

(i) Fundamental human factors concepts
(ii) Crew Resource Management (CRM)

(10) Hygiene, AVMED and first aid

(i) Terminology
(ii) Personal hygiene
(iii) Communicable diseases
(iv) Quarantine – related diseases
(v) Endemic diseases
(vi) Food poisoning
(vii) In – flight medical emergencies and incidents (general aspects and treatment).
(viii) Artificial respiration
(ix) Effect of drugs/toxins
(x) First aid medical supplies
(xi) First aid kit (content and use)
(xii) Medical kit (content and use)

BCAR – APL 3.5.5 Previous experience required when applying for a type rating

(a) Previous experience applying for a type rating:

(1) Practices of passenger address (PA) and interphone systems
(2) Practice in the operation of door, window, (normal, emergency, evacuation)
(3) Evacuation practices
(4) Life raft practices
(5) Slides Drills
(6) Firefighting drills
(7) Oxygen Administration Drills
(8) Incapacitated pilot drill

(b) The theoretical examinations established in BCAR – APL 3.5.2 (b) shall be considered passed when the applicant achieves a minimum final grade of 80%.
(c) A passing result in the theoretical knowledge examination shall remain valid for a period of 12 months from the date on which the examination is successfully completed. Within this period, the applicant shall satisfy all other applicable requirements for the issuance of the license, rating or authorization.

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(1) If an applicant fails the theoretical examination on the first attempt, the applicant may retake the examination no sooner than 5 days after the date of the failed attempt. Where the applicant fails the theoretical examination on the second attempt, the applicant shall wait an additional period of 5 days before making any subsequent attempt; and
(2) Provide documented evidence of having received additional instruction from a qualified instructor or an BDCA approved training organization before being permitted to reattempt the examination.

BCAR – APL 3.5.6 Skill

(a) The applicant for a cabin crew license shall demonstrate through oral and practical examination with a BDCA Cabin Crew Inspector or designated examiner, competency in the following:
    (1) Physical description of the aircraft
    (2) Galleys
    (3) Communication systems and associated indicator panels
    (4) Lighting system
    (5) Water and waste system
    (6) Oxygen system (passenger cabin and flight deck)
    (7) Heating and ventilation systems
    (8) Smoke detection system
    (9) Location and use of emergency equipment
    (10) Doors in normal and emergency operation
    (11) Exits (type, number, location, components, and operation)
    (12) Windows as emergency exit
    (13) Use of slides
    (14) Emergency equipment in life rafts
    (15) Swimming test
    (16) Types of fires and the fire extinguishers used.
    (17) Fire extinguishing procedures based on the location of origin
    (18) Use of normal and emergency lighting systems
    (19) Practical knowledge of survival and first aid
    (20) Pilot incapacitation
    (21) Normal and abnormal emergency procedures
    (22) Briefings
    (23) Sterile cockpit (critical phases of flight)
    (24) Disruptive or unruly passengers
    (25) Passenger demonstrations
    (26) Operations manual and cabin crew manual
    (27) Cabin securing procedures
    (28) Minimum Equipment List (MEL)
    (29) Acts of unlawful interference

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BCAR – APL 3.5.7 Privileges of a Cabin Crew License Holder and conditions for exercising them

(a) In addition to the requirements specified in this BCAR and this subpart, the privileges of the holder of a Cabin Crew License shall be to act as a cabin crew member on the types of aircraft for which the holder has demonstrated the knowledge and proficiency determined by the BDCA.
(b) If the license holder is employed with an operator holding an Air Operator Certificate under BCAR-OPS 1, the privileges described in the BCAR – APL 3.5.7 (a) may be exercised only when the requirements of Subpart O of BCAR – OPS 1 are satisfied.
(c) The Cabin Crew License holder who performs exclusively ground duties, such as instruction or administrative management, shall include the restriction: "Valid only for ground instructional or administrative duties."

BCAR – APL 3.5.8 Validity of the Cabin Crew License

(a) The BDCA shall issue the license with a validity period of no more than three years; however, the effective validity of the license and its rating shall be determined by the validity of the medical certificate in accordance with Subpart F of this BCAR.

BCAR – APL 3.5.9 Renewal of the Cabin Crew License

(a) The renewal of the Cabin Crew License shall be carried out in accordance with the following provisions:
    (1) When the cabin crew license and its associated rating require renewal license within the corresponding period, the license may be renewed provided that the applicant has maintained the competencies required through license with the recent experience necessary to maintain competency for a cabin crew license.
    (2) If requirements are not met, the holder of a Cabin Crew License shall reinstate the privileges granted by the license in accordance with BCAR – APL 3.5.9 (c) requirements to reinstate the privileges of a Cabin Crew License.
    (3) If the holder of a Cabin Crew License is performing instructional duties for an Air Operator or an Approved Training Organization, the holder shall complete recurrent instructor training approved in the manuals of the Air Operator or ATO.
    (4) If the holder of a Cabin Crew License is performing administrative duties in an Air Operator, Approved Training Organization, or Aeronautical Organization, the holder of a Cabin Crew License shall submit to the BDCA:
        (i) a letter signed and stamped by the Manager responsible for the organization in which they are employed, indicating the license holder's duties.
        (ii) evidence of satisfactory completion of recurrent training in accordance with the organization's training manual and the training manual of the Air Operator or ATO.
(b) Recent Experience Required to Maintain Competency for a Cabin Crew License
    (1) To maintain the competencies granted by the cabin crew license and ratings, the holder of a Cabin Crew License must have a valid medical certificate, and:
        (i) have remained active in the performance of his duties within the last 6 months;
        (ii) have received recurrent training from an air operator, approved by the BDCA, in accordance with the provisions of BCAR – OPS 1.
(c) Requirements to Re-establish the Privileges of a Cabin Crew License

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(1) Where the recent experience requirement required to maintain competency for a Cabin Crew License is not met, the applicant shall:
   (i) Have passed the training stipulated in BCAR OPS 1.1000, or BCAR OPS 1.1012, as applicable.
(2) Where the holder of a Cabin Crew License wishes to reestablish the privileges of the cabin crew license to perform in-flight duties, the holder of a Cabin Crew License shall:

   (i) request a temporary authorization issued by the BDCA, allowing the license holder to complete the operator-approved training in accordance with BCAR – OPS 1.
   (ii) have satisfactorily completed the training required in BCAR – APL 3.5.9 (c)(2)(i).
   (iii) hold a valid medical certificate of the class corresponding to the license.

(3) Once the license holder has fulfilled the requirements in BCAR – APL 3.5.9 (c), the license shall be renewed, and the temporary authorization granted shall be cancelled.
(4) When the holder of a Cabin Crew License wishes to reinstate the privileges of the license to perform instructional duties, the holder of a Cabin Crew License shall:

   (i) submit a letter or document, signed and stamped by the organization, Air Operator, or ATO where the license holder performed such duties.
   (ii) have satisfactorily completed the training required to deliver instruction.
   (iii) hold a valid medical certificate of the class corresponding to the license

(5) Once the applicant has fulfilled the BCAR - APL 3.5.9 (c)(4), the license shall be renewed in accordance with renewal of the Cabin Crew License.
(6) Where the holder wishes to reinstate the privileges of the license to perform administrative duties, the holder shall:

   (i) submit a letter or document signed and stamped by the organization, Air Operator, or ATO where the license holder performed such duties.
   (ii) have satisfactorily completed the recurrent training required for the license.
   (iii) hold a valid medical certificate of the class corresponding to the license.
   (iv) Once the license holder has fulfilled the BCAR - APL 3.5.9 (c)(6), the license shall be renewed in accordance with renewal of the Cabin Crew License.

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SUBPART D

LICENSES AND RATINGS FOR PERSONNEL OTHER THAN FLIGHT CREW MEMBERS

BCAR – APL 4.1 General rules concerning licenses and ratings for personnel other than Flight Crew Members

(a) An applicant shall, before being issued with any license or rating for personnel other than flight crew members, meet such requirements in respect of age, knowledge, experience and where appropriate, medical fitness and skill, as are specified for that license or rating.

(b) An applicant, for any license or rating for personnel other than flight crew members, shall demonstrate, through a written test and a practical exam, such requirements in respect of knowledge and skill as are specified for that license or rating.

BCAR – APL 4.2 Aircraft maintenance engineer

BCAR – APL 4.2.1 Apprentice engineer authorization

(a) Requirements for the initial issuance

(1) The applicant shall not be less than 16 years of age.
(2) A valid government issued photo identification.
(3) The applicant shall present a letter from the AMO where he intends to gain the required experience. Such letter shall clearly state the duties and responsibilities of the applicant within the organization.
(4) In cases where the applicant is enrolled in an approved maintenance training program delivered by an approved aviation training organization, the applicant shall provide written confirmation of enrollment issued by that approved aviation training organization.

(b) Privileges and limitations of the authorization

(1) The holder of the authorization shall work under the supervision of a qualified instructor or maintenance engineer holding a Type I, Type II or Avionics Engineer License.
(2) Under no circumstance shall the holder of the authorization certify maintenance work performed on the aircraft or certify the maintenance release of the aircraft.

(c) Validity of the authorization

(1) The apprentice engineer authorization shall remain valid for three years commencing on the date of issuance or renewal, unless otherwise revoked or suspended by the BDCA.

(d) Requirements for the renewal of the authorization

(1) A valid government issued photo identification.
(2) The applicant shall present a letter from the AMO where he intends to gain the required experience. Such letter shall clearly state the duties and responsibilities of the applicant within the organization.
(3) In cases where the applicant is enrolled in an approved maintenance training program delivered by an approved aviation training organization, the applicant shall provide written confirmation of enrollment issued by that approved aviation training organization.

BCAR – APL 4.2.2 Type II Aircraft Maintenance Engineer License

(a) Age Requirements

(1) The applicant shall be not less than 18 years of age.

(b) Knowledge

(1) The applicant shall demonstrate to the BDCA a level of knowledge to obtain the type II aircraft maintenance engineer license. The demonstration of this knowledge shall be carried out through a theoretical exam that shall consist of a general, airframe and powerplant sections, each evaluating the following knowledge:

(i) Air law and airworthiness requirements

(A) rules and regulations relevant to an aircraft maintenance license holder including applicable airworthiness requirements governing certification and continuing airworthiness of aircraft and approved aircraft maintenance organization and procedures.

(ii) Natural science and aircraft general knowledge

(A) basic mathematics; units of measurement; fundamental principles and theory of physics and chemistry applicable to aircraft maintenance.

(iii) Aircraft engineering

(A) characteristics and applications of the materials of aircraft construction including principles of construction and functioning of aircraft structures, fastening techniques; engines and their associated systems; mechanical, fluid, electrical and electronic power sources; aircraft instrument and display systems; aircraft control systems; and airborne navigation and communication systems.

(iv) Aircraft maintenance

(A) tasks required to ensure the continuing airworthiness of an aircraft including methods and procedures for the overhaul, repair, inspection, replacement, modification or defect rectification of aircraft structures, components and systems in accordance with the methods established in the relevant maintenance manuals and the applicable standards of airworthiness.

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(v) Human performance

(A) human performance, including principles of threat and error management, relevant to aircraft maintenance.

(2) The theoretical exam shall be administered by the BDCA, and shall be deemed approved subject to the following conditions:

(i) each module taken must be satisfactorily completed with a minimum grade passed with a grade of at least 80%.
(ii) all modules shall be satisfactorily passed within the period of twelve months commencing from the date on which the first module was passed.
(iii) if the applicant fails a module, the applicant will be ineligible to re take that module until five calendar days have elapsed since the date of the initial attempt.
the applicant shall be eligible to undertake the skill test only upon having passed all theoretical modules.

(3) Theoretical Assessment – Validity of approved modules

(i) If, within twelve months of the date on which the first module was passed, the applicant has not passed all remaining modules, the modules approved up to that date shall lose their validity, and the applicant shall be required to retake all modules., counted from the date on which the first module was approved, if the applicant has not managed to pass all the remaining modules, the modules approved up to that date will lose their validity and the applicant shall retake all modules.
The applicant shall have a period of one year, counted from the date on which all modules were passed, within which to undertake the skill test. Failure to do so shall require the applicant to retake all modules.

(c) Experience

(1) The applicant shall demonstrate two years of continuous experience performing maintenance, preventive maintenance, inspections, service, and repairs or modifications on aircraft, engines, propellers or their components at a national AMO or foreign AMO; or
(2) The applicant shall demonstrate the successful completion of an approved maintenance training program delivered by an approved aviation training organization.

(d) Skill Test

(1) The skill test consists of oral questions and practical projects about aircraft mechanical, hydraulic and electrical systems, engines, propellers, components, aeronautical equipment, hardware, processes, technical publications and tools.

(2) The skill test shall be carried out by an airworthiness inspector from the BDCA or by a designated examiner who holds a valid type I maintenance engineer license and meets the recent experience requirement of at least 6 months within the last two years.

(3) Skill test approval

(i) The skill test shall be passed with a grade of at least 80%.

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(ii) If the applicant fails the skill test, the applicant may be eligible to retake the skill test after at least one month has elapsed from the date initially taken.

(e) Privileges and limitations of the holder of a type II aircraft maintenance engineer license

(1) The holder of a type II aircraft maintenance engineer license is entitled to certify the maintenance release of the tasks performed on an aircraft as set out below, provided that these tasks are performed on an aircraft for which a Type Rating issued under the provisions of BCAR – APL 4.2.5 is not required:

(i) Replacement of wheel assemblies.
(ii) Replacement of brake assemblies.
(iii) Replacement of emergency equipment.
(iv) Replacement of external and internal lights and lightbulbs.
(v) Windshield wiper replacement.
(vi) Replacement of crew and passenger seats, seat belts and harnesses.
(vii) Removal and re-installation of quick access panels, fairings, and cowlings.
(viii) Replacement of drainage system components, excluding valves.
(ix) Replacement and cosmetic repairs to interior upholstery that do not affect the aircraft structure.
(x) Static dischargers replacement.
(xi) Passenger entertainment system component replacement.
(xii) Routine lubrications and fluid replenishment.
(xiii) Daily aircraft inspections, excluding functional tests and correction of defects.

(2) The privileges specified in paragraph (1) may be exercised where:

(i) The holder of a type II aircraft maintenance engineer license demonstrates at least 6 months of recent experience within the last two years.

(3) The privileges of the holder of a type II aircraft maintenance engineer license, shall be exercised only in respect of such:

(i) RPA or RPS as are entered on the license either specifically or under broad categories; or
(ii) RPAS and associated C2 link as are entered on the license either specifically or under broad categories after appropriate knowledge and practical training on maintenance of the RPAS and associated C2 link system.

(4) For AMOs that appoint personnel other than holders of licenses to exercise the privileges described in the preceding paragraphs, the appointed person shall meet the requirements for the type II aircraft maintenance engineer license.

(f) Type II aircraft maintenance engineer license renewal requirements

(1) The applicant shall demonstrate to the BDCA at the time of renewal that, within the 24 months immediately preceding the application for renewal, for at least six months in the aforementioned period, the license holder has exercised the privileges granted in this

BCAR as an aircraft maintenance engineer. These six months may be continuous or alternate.

(2) If the recent experience requirement is not met, the aircraft maintenance engineer shall undergo refresher training before the Type II aircraft maintenance engineer license is renewed.

BCAR – APL 4.2.3 Type I Aircraft Maintenance Engineer License

(a) Age Requirements

(1) The applicant shall be at least 21 years of age.

(b) Experience

(1) The applicant shall demonstrate having experience performing type II aircraft maintenance engineer duties for at least 3 years in a national AMO or foreign AMO.

(c) Knowledge

(1) The applicant shall demonstrate to the BDCA a level of knowledge to obtain the type I aircraft maintenance engineer license.

(2) Demonstration of this knowledge shall be done through an exam that consists of:

(i) Maintenance practices and inspection.
(ii) Human factors.
(iii) Legislation and regulations related to aircraft maintenance.
(iv) Technical documentation.

(3) The theoretical exam shall be administered by the BDCA, and shall be satisfactorily completed with a minimum grade of at least 80%.

(d) Privileges and limitations of the holder of a type I aircraft maintenance engineer license.

(1) The holder of a type I aircraft maintenance engineer license is entitled to:

(i) Certify the maintenance performed on the airframe, engines, avionics, electrical, hydraulic and mechanical systems, and certify the release to service of the complete aircraft, provided that these tasks are performed on an aircraft for which a Type Rating issued under the provisions of BCAR – APL 4.2.5 is not required.
(ii) Certify the experience requirement of type II aircraft maintenance engineers to qualify for the type I aircraft maintenance engineer theoretical exam, provided that the type II aircraft maintenance engineer meets the recent experience requirement.
(iii) certify the on-the-job training (OJT) to obtain an aircraft type rating, if he have the type rating noted on the license and meet the recent experience requirement;
(iv) the RPA or RPS that appear on the license, either specifically or by general categories; or Licensed RPAS and related C2 link, either specifically or by general categories after

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acquiring the appropriate knowledge and practical instruction in RPAS and related C2 link system maintenance;

(v) for AMOs that appoint personnel who are not license holders to exercise the privileges described in the preceding paragraphs, the person appointed shall meet the requirements for the type I aircraft maintenance engineer license.

(2) The type I aircraft maintenance engineer shall demonstrate at least 6 months of recent experience in the last two years.

BCAR – APL 4.2.4 Avionics Engineer License

(a) Age requirement.

(1) The applicant for avionics engineer license shall be at least 21 years of age.

(b) Knowledge

(1) The applicant for an avionics engineer license shall demonstrate to the BDCA the level of theoretical knowledge required for the issuance of an Avionics Engineer license, by means of successful completion of a theoretical examination administered by the BDCA.

(2) The theoretical examination shall consist of the ten (10) subject areas, as specified below:

(i) Math and physics

(ii)Fundamentals of electrical, digital and electronic instrument systems.

(iii) Electrical standard practices.

(iv) Materials, tools and equipment.

(v)Maintenance practices and inspection.

(vi) Human factors.

(vii) Legislation and aeronautical regulations related to aircraft maintenance.

(viii) avionics systems.

(ix) on board instruments.

(x)Technical documentation.

(3) The theoretical examination shall be conducted by the BDCA in accordance with regulatory requirements established in BCAR - APL.

(i) The theoretical examination shall be satisfactorily completed with a minimum grade of eighty 80%.license

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(c) Experience

The applicant for avionics engineer license shall demonstrate to the BDCA:

(i) having 4 years of experience in a national AMO or foreign AMO performing maintenance in electrical or avionics systems; or,

(ii) having a degree in electrical or electronic engineering and demonstrate 2 years of experience in an AMO performing maintenance in electrical or avionics systems or;

(iii) that he is a graduate of a professional technical college or institute and demonstrate 2 years of experience in an AMO performing maintenance in electrical or avionics systems or;

(iv) that applicant shall possess a recognized specialization in avionics, obtained from a national or foreign aviation maintenance training organization, and shall demonstrate a minimum of two years of experience within an approved maintenance organization (AMO) performing maintenance on electrical or avionics systems.

(d) Skill test

(i) The skill test consists of oral questions and practical projects covering aircraft instruments indications, communications, navigation, autopilot, electrical and electronic systems. Electrical hardware, processes, technical publications, tools and electrical standard practices.

(ii) The skill test shall be administered by an airworthiness inspector of the BDCA or by a designated examiner who holds a valid type I maintenance engineer license and who meets the recent experience requirement of at least 6 months within the preceding two years.

(e) Skill test approval

(i) The skill test shall be satisfactorily completed with a minimum grade of 80%.
(ii) If the applicant for avionics engineer license fails the skill test, the applicant license shall be eligible to retake the skill test only after a period of one month has elapsed since the date of the initial attempt.

(f) Privileges and limitations of the holder of an Avionics Engineer License

(a) The license holder under para. (f) is entitled to certify the maintenance release of the tasks performed on the aircraft systems as detailed is paragraphs (A) to (K), provided that the tasks are performed on an aircraft for which a Type Rating issued under the provisions of BCAR – APL 4.2.5 is not required:
(A) ATA 20 – Electrical Standard Practices
(B) ATA 22 – Auto Flight Systems
(C) ATA 23 – Communications
(D) ATA 24 – Electrical Power
(E) ATA 31 – Indicating and Recording Systems

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(F) ATA 34 – Navigation
(G) ATA 42 – Integrated Modular Avionics
(H) ATA 45 – Central Maintenance System
(I) ATA 46 – Information Systems
(J) ATA 73 – Engine Fuel and Control
(K) ATA 77 – Engine Indicating

(b) The license holder under para. (f) may certify the experience requirement for avionics engineers to qualify for the theoretical exam, provided that he have at least one aircraft type rating listed on his license and meets the recent experience requirements.

BCAR – APL 4.2.5 Type Rating for Aircraft Maintenance Engineer License and Avionics Engineer License

(a) The holders of a Type I or Type II Aircraft Maintenance Engineer license or Avionics Engineer license are required to obtain a Type Rating when performing maintenance on:

(1) a turbine-powered aircraft;
(2) a helicopters or rotorcraft of any kind; and
(3) a turbine engines.

(b) The BDCA may consider an application for a Type Rating in respect of the type of aircraft, provided that:

(1) The applicant holds the appropriate license before the Type Rating is granted
(2) The Type Rating applies only to specific types of aircraft or rotorcraft or engines.
(3) The issuance of a Type Rating shall be issued only upon the completion of an approved ATA 104 Level III Type Training accepted by the BDCA with the required On-The-Job Training (OJT). The training shall be delivered by an approved national or foreign aviation training organization, and the corresponding certificates of completion shall be submitted to the BDCA.

(c) Privileges and limitations of the holder of a Type Rating

(1) The holder of a Type Rating is entitled to certify maintenance release on aircraft or engines for which a type rating is required as per BCAR – APL 4.2.5 (a) in accordance with the engineer license type held.

BCAR – APL 4.2.6 Renewal of an Engineer License

(a) For the renewal of an Engineer license and its associated ratings, the license holder shall have exercised the privileges granted by the license during the preceding 6 months. If the holder does not meet this requirement, the license holder shall reinstate the privileges of their license in accordance with the reinstatement of privileges.

(b) Applicants for renewal of an engineer license shall complete the required forms for the process and make the corresponding payments.

(c) Where a holder of an engineer license does not meet the recent experience requirements and has lost the privileges of the license, even if the license is still valid, the holder of an engineer license shall:

(1) perform aircraft maintenance under the supervision of a holder of a Type I aircraft maintenance engineer license with the appropriate type rating if applicable, or, in the case of avionics, under the supervision of a holder of an avionics engineer license with the appropriate type rating if applicable, during a complete 100 hours inspection or a complete annual inspection.
(2) submit a letter signed by a holder of a Type I aircraft maintenance engineer license or an Avionics engineer license certifying that the applicant has performed aircraft maintenance under supervision.

(d) If the holder of an Engineer license does not meet recent experience requirements and has lost the privileges of the license, and the license has expired, the holder of an engineer license shall:

(1) request from the BDCA, an authorization to perform aircraft maintenance under the supervision of an AMO.
(2) perform aircraft maintenance under the supervision of a holder of a Type I aircraft maintenance engineer license with the appropriate type rating if applicable, or, in the case of avionics, under the supervision of a holder of an avionics engineer license with the appropriate type rating if applicable, during a complete 100 hours inspection or a complete annual inspection.
(3) complete the required form for the aircraft maintenance engineer reinstate or avionics reinstate tasks. This form shall be signed by the Engineer supervising the applicant for an engineer license.
(4) submit a letter signed by a holder of a Type I aircraft maintenance engineer license or an Avionics engineer license certifying that the applicant has performed aircraft maintenance under supervision.

BCAR – APL 4.2.7 Validation of an Engineer license

(a) The applicant for an engineer license shall hold a valid aircraft maintenance engineer license or an avionic engineer license issued by an ICAO contracting state.
(b) The applicant shall satisfy the age requirements for the license validation:

(1) For Type II license validation, the applicant shall be at least 18 years of age.
(2) For Type I license validation, the applicant shall be at least 21 years of age.
(3) For an avionic engineer license validation, the applicant shall be at least 21 years of age.

(c) The applicant shall present a valid medical certificate issued in accordance with the regulatory requirements of the Contracting State responsible for issuing the license, if applicable
(d) Shall provide government issued ID.
(e) If the license or certificate is not in the English Language, the applicant for an engineer license shall submit a certified translation that is officially recognized or accredited and notarized by a Notary Public.

(f) The applicant for an engineer license shall present evidence of a valid record of recent experience to the BDCA.
(g) The applicant shall satisfactorily pass the theoretical examination administered in accordance with the BDCA regulations.

BCAR – APL 4.2.8 Transition scheme

(a) For engineers holding a license without type rating issued under the previous edition of this BCAR – APL, a Type II aircraft maintenance engineer license shall be issued upon renewal.
(b) For engineers holding a license with type rating issued under the previous edition of this BCAR – APL, a Type I aircraft maintenance engineer license with the applicable type ratings, if required under BCAR APL 4.2.5, shall be issued upon renewal.
(c) For engineers holding an avionics rating issued under the previous edition of this BCAR – APL, an Avionics Engineer license shall be issued upon renewal.

BCAR – APL 4.3 Student Air Traffic Controller

(a) A student air traffic controller shall, perform duties under the direct supervision of a qualified On–the–job (OJT) instructor. No operational tasks shall be undertaken without such supervision.

(b) A student air traffic controller shall not receive instruction within an operational environment unless the student ATC holds at least a current Class 3 medical certificate.

BCAR – APL 4.4 Air Traffic Controller

BCAR – APL 4.4.1 Requirements for the issue of the ATC license

(a) An air traffic controller license shall not be issued to an applicant unless the applicant meets the requirement of BCAR – APL 4.4.1 and the requirements of at least one of the ratings set out in BCAR – APL 4.5.

(b) Age Requirements

(1) The applicant shall be not less than 21 years of age.

(c) Knowledge

(1) The applicant shall have demonstrated a level of knowledge appropriate to the holder of an air traffic controller license, in at least the following subjects:

(i) Air law

(A) Rules and regulations relevant to the air traffic controller;

(ii) Air traffic control equipment

(A) Principles, use and limitation of equipment used in air traffic control;

(iii) General knowledge

(A) Principles of flight; principles of operation and functioning of aircraft and RPAS, engines and systems; aircraft performance relevant to air traffic control operations;

(iv) Human performance

(A) Human performance including principles of threat and error management;

(v) Meteorology

(A) Aeronautical meteorology; use and appreciation of meteorological documentation and information; origin and characteristics of weather phenomena affecting flight operations and safety, altimetry;

(vi) Navigation

(A) Principles of air navigation; principles, limitations and accuracy of navigation systems and visual aids; and

(vii) Operational procedures

(A) Air traffic control, communication, radiotelephony and phraseology procedures (routine, non-routine and emergency); use of the relevant aeronautical documentation; safety practices associated with flight.

(d) Experience

(1) The applicant for an ATC license shall have completed an approved training course and demonstrated the required competence, having accomplished not less than three months of satisfactory service engaged in the actual control of air traffic performed under the supervision of an air traffic control (ATC) on-the-job training instructor (OJTI). The experience requirements specified for air traffic controller ratings in BCAR – APL 4.5 may be credited toward the experience required under this paragraph.

(2) An air traffic controller acting as an air traffic control on-the-job training instructor shall hold an appropriate rating and be qualified as an air traffic control on-the-job training instructor.

(e) Medical fitness

(1) The applicant for an ATC license shall hold at least a current Class 3 medical certificate.

BCAR – APL 4.5 Air Traffic Controller Ratings

BCAR – APL 4.5.1 Categories of Air Traffic Controller ratings

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(a) Air traffic controller ratings shall comprise the following categories:

(1) Aerodrome control rating;
(2) Approach control procedural rating;
(3) Approach control surveillance rating;
(4) Area control procedural rating;
(5) Area control surveillance rating.

BCAR – APL 4.5.2 Requirements for air traffic controller rating

(a) Knowledge

(1) The applicant shall demonstrate a level of knowledge appropriate to the privileges granted, in at least the following subjects insofar as they affect the area of responsibility:

(i) Aerodrome control rating

(A) Aerodrome layout; physical characteristics and visual aids;
(B) Airspace structure;
(C) Applicable rules, procedures and source of information;
(D) Air navigation facilities;
(E) Air traffic control equipment and its use;
(F) Terrain and prominent landmarks;
(G) Characteristics of air traffic;
(H) Weather phenomena; and
(I) Emergency and search and rescue plans;

(ii) Approach control procedural and area control procedural ratings:

(A) Airspace structure;
(B) Applicable rules, procedures and source of information;
(C) Air navigation facilities;
(D) Air traffic control equipment and its use;
(E) Terrain and prominent landmarks;
(F) Characteristics of air traffic and traffic flow;
(G) Weather phenomena; and
(H) Emergency and search and rescue plans;

(iii) Approach control surveillance and area control surveillance ratings: The applicant shall meet the requirements specified in paragraph (ii) insofar as the requirements affect the area of responsibility, and shall demonstrate a level of knowledge appropriate to the privileges granted, in each of the following additional subjects:

(A) Principles, use and limitations of applicable ATS surveillance systems and associated equipment; and
(B) Procedures for the provision of ATS surveillance service, as appropriate, including procedures to ensure appropriate terrain clearance.

(b) Experience

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(1) The applicant shall have:

(i) satisfactorily completed an approved training course;

(ii) demonstrated the required competence while providing, under the supervision of an air traffic control (ATC) on-the-job training instructor (OJTI), one or more of the following:

(A) aerodrome control rating: an aerodrome control service, for a period of not less than 90 hours or one month, whichever is greater, at the unit for which the rating is sought;

(B) Approach control procedural, approach control surveillance, area control procedural or area control surveillance rating: the control service for which the rating is sought, for a period of not less than 180 hours or three months, whichever is greater, at the unit for which the rating is sought; and

(iii) If the privileges of the approach control surveillance rating include surveillance radar approach duties, the experience shall include not less than 25 plan position indicator approaches on the surveillance equipment of the type in use at the unit for which the rating is sought and under the supervision of an air traffic control (ATC) on-the-job training instructor (OJTI).

(A) The application for a rating shall be made within six months from the date of completion of the experience specified in BCAR – APL 4.5.2.(b)(1)(ii).

(B) Where the applicant holds an air traffic controller rating in another category, or the same rating for another unit, the BDCA consider whether the experience requirement of BCAR – APL 4.5.2 (b) can be reduced, and if so, to what extent.

(c) Skill

(1) The applicant shall have demonstrated, at a level appropriate to the privileges to be granted, the skill, judgment and performance required to provide a safe, orderly and expeditious control service, including the recognition and management of threats and errors.

(d) Concurrent issuance of two air traffic controller ratings

(1) Where two air traffic controller ratings are sought concurrently, the BDCA shall determine the applicable requirements based on each rating sought. These requirements shall not be less than those of the more demanding rating.

BCAR – APL 4.5.3 Privileges of the holder of the air traffic controller rating(s) and the conditions to be observed in exercising such privileges

(a) Subject to compliance with the requirements specified in BCAR – APL 1.2.10, BCAR – APL 1.2.11, BCAR – APL 1.3 (a) and BCAR – APL 1.3.2, the privileges of the holder of an air traffic controller license endorsed with one or more of the following ratings specified below:

(1) *Aerodrome control rating:* to provide or to supervise the provision of aerodrome control service for the aerodrome for which the air traffic controller is rated;
(2) *Approach control procedural rating:* to provide or to supervise the provision of approach control service for the aerodrome or aerodromes for which the license holder is rated, within the airspace or portion thereof, under the jurisdiction of the unit providing approach control service;
(3) *Approach control surveillance rating:* to provide or supervise the provision of approach control service with the use of applicable ATS surveillance systems for the aerodrome or aerodromes for which the license holder is rated, within the airspace or portion thereof, under the jurisdiction of the unit providing approach control service;

(i) subject to compliance with the provisions of BCAR – APL 4.5.2 (b)(iii), the privileges shall include the provision of surveillance radar approaches;

(4) *Area control procedural rating:* to provide or supervise the provision of area control service within the control area or portion thereof, for which the license holder is rated; and
(5) *Area control surveillance rating:* to provide or supervise the provision of area control service with the use of an ATS surveillance system, within the control area or portion thereof, for which the license holder is rated.

(b) Before exercising the privileges indicated in BCAR – APL 4.5 (a), the license holder shall be familiar with all pertinent and current information.

(c) The holder of an air traffic controller license shall not carry out instruction in an operational environment unless such holder has received authorization from the BDCA.

(d) Validity of ratings

(1) A rating shall become invalid when an air traffic controller has ceased to exercise the privileges of the rating for a period determined by the BDCA. That period shall not exceed six months. A rating shall remain invalid unless the air traffic controller's ability to exercise the privileges of the rating has been re-established.

BCAR – APL 4.5.4 Renewal of the Air Traffic Controller License

(a) Where an applicant seeks renewal of a license and its associated ratings within the applicable renewal period, the license shall be renewed if the applicant maintains the competencies associated with the license, in accordance with the established requirements. Where an applicant does not meet these requirements, the applicant shall reinstate the privileges granted by the license.

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BCAR – APL 4.5.5 Recent Experience Required to Maintain the Competence of an Air Traffic Controller License and Ratings

(a) The license holder shall comply with the recent experience requirements associated with the license and ratings of an ATC, the license holder shall have a valid medical certificate, a valid English Language Proficiency Level (minimum level 4), and:
  (1) remain actively performing the functions associated with the license and ratings during the last six (6) months.
  (2) complete recurrent training courses every twenty-four (24) months to maintain the validity of each rating on the license, as required by the training manual of the air traffic service provider. (refer to BDCA Air Traffic Services Training Manual).

BCAR – APL 4.5.6 Requirements to reinstate the Privileges of an Air Traffic Controller License and Ratings.

(a) Where the recent experience requirement is not met, the applicant an Air Traffic Controller License and Ratings shall:

  (1) complete and pass the training corresponding to the ratings held on the license.
  (2) If the holder has not exercised the privileges of the license for a period greater than one month but less than six months, the license holder shall complete a familiarization process before returning to duty. Where the holder of a license has not exercised the privileges of the license for a period more than six months, the license holder shall complete operational environment training in order to be reinstated to their functions

(b) If the holder of an Air Traffic Controller license does not meet the recent experience requirement and the license is expired for a period of less than 6 months, the holder of that ATC license loses the privileges granted by the license and shall:

  (1) request authorization from the BDCA to initiate the process to reinstate the privileges of the license.
  (2) upon the authorization to reinstate privileges, complete 30 hours of training in the operational environment, according to the ratings shown on the license, under the supervision of an On-the-Job Training Instructor (OJTI).
  (3) successfully complete the training corresponding to the ratings held on the license.
  (4) hold a valid medical certificate appropriate to the license.

(c) If the holder of an Air Traffic Controller license does not meet the recent experience requirement and, loses the privileges of the license, and the license is expired for a period greater than 6 months, the applicant shall:

  (1) request authorization from the BDCA to begin the process to reinstate the privileges of the license.
  (2) upon the authorization to reinstate privileges, complete 60 hours of training in the operational environment, according to the ratings listed on the license, under the supervision of an On-the-Job Training Instructor (OJTI).
  (3) successfully complete the training corresponding to the ratings held on the license.
  (4) hold a valid medical certificate appropriate to the license.

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BCAR – APL 4.6 Flight Dispatcher

BCAR – APL 4.6.1 Requirements for the issue of the license

(a) Age Requirements

(1) The applicant shall be at least 21 years of age.

(b) Knowledge

(1) The applicant shall demonstrate a level of knowledge appropriate to the privileges to be granted to the holder of a flight dispatcher license, in at least the following subjects:

(i) Air law

(A) Rules and regulations relevant for operational control and to the holder of a flight dispatcher license; appropriate air traffic services practices and procedures;

(ii) Aircraft general knowledge

(A) Principles of operation of aeroplane engines, systems and instruments;
(B) Operating limitations of aeroplanes and engines;
(C) Minimum equipment list and configuration deviation list;

(iii) Flight performance calculation, planning procedures and loading

(A) Effects of loading and mass distribution on aircraft performance and flight characteristics; mass and balance calculations;
(B) Operational flight planning; fuel consumption and endurance calculations; alternate aerodrome selection procedures; en-route cruise control; extended range operation;
(C) Take off performance including field length, climb and obstacle criteria and limitation;
(D) Cruise performance including minimum altitudes, decompression,engine out,gear down scenario planning;
(E) Landing performance including approach climb and field length criteria and limitations;
(F) Preparation and filing of air traffic services flight plans;
(G) Basic principles of computer-assisted planning systems;

(iv) Human performance

(A) Human performance relevant to operational control duties, including principles of threat and error management;

(v) Meteorology

(A) Aeronautical meteorology; 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;

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(B) Interpretation and application of aeronautical meteorological reports, charts and forecasts; codes and abbreviations; use of, and procedures for obtaining, meteorological information;

(vi) Navigation

(A) Principles of air navigation with particular reference to instrument flight;

(vii) Operational procedures

(A) Use of aeronautical documentation and standard operating procedures;
(B) Operational procedures for the carriage of freight and dangerous goods;
(C) Procedures relating to aircraft accidents and incidents; emergency flight procedures;
(D) Procedures relating to unlawful interference and sabotage of aircraft;

(viii) Principles of flight

(A) Principles of flight relating to the appropriate category of aircraft; and

(ix) Radio communication

(A) Procedures for communicating with aircraft and relevant ground stations.

(c) Experience

(1) The applicant shall have gained the following experience:

(i) A total of two years of service in any one, or in any combination, of the capacities specified in subparagraphs (A) through (C), provided that where experience is combined, the period served in any single capacity shall not be less than one (1) year:

(A) As a flight crew member engaged in air transportation; or
(B) As a meteorologist employed by an organization providing operational control to aircraft in air transportation; or
(C) As an air traffic controller; or a technical supervisor of flight dispatchers or air transportation flight operations systems;

Or

(ii) At least one (1) year of service as an assistant in the dispatching of air transport operations;

Or

(iii) Successful completion of a course of training approved by the BDCA.

(2) The applicant shall have served under the supervision of a flight dispatcher for at least ninety (90) working days within the six (6) months immediately preceding the application for a flight dispatcher license.

(d) Skill

(1) The applicant for a flight dispatcher license shall have demonstrated the ability to:

(i) Identify and retrieve aeronautical data and other information relevant for the analysis of operational situations and risks;
(ii) Identify and evaluate the risk factors and the possible consequences for flight operations;
(iii) Identify and evaluate actions considering risk, the effect on flight safety and regularity of the operation;
(iv) Determine an appropriate course of action based on the responsibilities and policies described in the operation manuals;
(v) Apply appropriate standard and non-standard procedures from the operations manual for the initiation, planning, continuation, diversion or termination of flights in the interest of safety of the aircraft and regularity and efficiency of the operation;
(vi) make an accurate and operationally acceptable weather analysis; provide an operationally valid briefing on weather conditions of a specific air route; forecast weather trends pertinent to air transportation with particular reference to destination and alternates;
(vii) Identify and apply operational limitations and minimums in relation to the weather, aircraft status and appropriate navigation procedures;
(viii) Determine the optimum flight path for a given segment, and create accurate manual and computer-generated flight plans;
(ix) provide operating supervision and all other assistance to a flight in actual or simulated adverse weather conditions, as appropriate to the duties of the holder of a flight dispatcher license; and
(x) Recognize and manage threats and errors.

BCAR – APL 4.6.2 Privileges of the holder of the license and the conditions to be observed in exercising such privileges

(a) Subject to compliance with the requirements specified in BCAR – APL 1.2.10, the privileges of the holder of a Flight Dispatcher license shall be to serve in that capacity with responsibility for each area for which the applicant meets the requirements specified in BCAR OPS 1

BCAR – APL 4.6.3 Renewal of the Flight Dispatcher License

(a) Where an applicant seeks the renewal of a Flight Dispatcher license within the corresponding renewal period, the license shall be renewed if the applicant maintains the competencies associated with the license, in accordance with the recent experience requirements established under BCAR – APL 4.6.4.

BCAR – APL 4.6.4 Recent Experience Required to Maintain the Competency of a Flight Dispatcher License

(a) The holder shall have received recurrent training from an operator approved by the BDCA, in accordance with the provisions established in BCAR OPS 1.

BCAR – APL 4.6.5 Requirements to Reinstate the Privileges of a Flight Dispatcher License

(a) Where the recent experience requirement established under BCAR – APL 4.6.4 is not met, the applicant shall:

(1) Have successfully completed the training specified in BCAR OPS 1 or equivalent training completed with a foreign operator within the preceding 12 months.

(b) Where the holder wishes to reinstate the privileges of an expired license in order to exercise functions of a Flight Dispatcher, the applicant shall:

(1) If employed by an operator, have successfully completed the training stipulated in BCAR OPS 1 or equivalent training completed with a foreign operator; or

(2) If not employed by an operator, complete an oral and practical examination for the Flight Dispatcher license, administered by a BDCA Flight Dispatcher Inspector or Designated Examiner.

BCAR – APL 4.7 RESERVED

BCAR – APL 4.8 RESERVED

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SUBPART E

SPECIFICATIONS FOR PERSONNEL LICENSES

BCAR – APL 5.1 General

(a) A personnel license issued by the BDCA, in accordance with this Regulation, shall conform to a license issued on first quality paper or other suitable material, including plastic cards.

(b) The BDCA having issued a license shall ensure that other States shall be able to easily determine the license privileges and validity of ratings.

BCAR – APL 5.2 Specifications for licenses issued on first quality paper or other suitable material, including plastic cards

BCAR – APL 5.2.1 Details

(a) The following details shall appear on the license issued on first quality paper or other suitable material, including a plastic card:

(I) Name of the State **"Belize"**
(II) The **title of license**
(III) The serial number of the license, in Arabic numerals, issued by the BDCA
(IV) Name of the holder in full (in Roman alphabet)
(IV a) Date of birth;
(V) The address of holder;
(VI) Nationality of the holder;
(VII) Signature of the holder;
(VIII) Belize Department of Civil Aviation and, where necessary, conditions under which the license is issued;
(IX) Certification concerning validity and authorization for holder to exercise privileges appropriate to license;
(X) Signature of the BDCA Director issuing the license and the date of such issuance;
(XI) Seal or stamp of BDCA;
(XII) Ratings, such as category, class, type of aircraft, airframe, aerodrome control;
(XIII) Remarks including special endorsements relating to limitations and endorsements for privileges, including an endorsement for language proficiency, and other information required;
(XIV) Any other details desired by the BDCA including a photograph and the license expiry date. The license holder´s photograph shall be updated when renewing the license.

BCAR – APL 5.2.2 Material

(a) The licenses issued by the BDCA shall be in plastic card and shall include the items mentioned in BCAR – APL 5.2.1.

BCAR – APL 5.2.3 Language

(a) A license issued by the BDCA under this BCAR – APL shall be in the English language.

BCAR – APL 5.2.4 Arrangement of items

(a) Item headings on the license shall be uniformly numbered in roman numerals as indicated in BCAR – APL 5.2.1, so that on any license the number shall, under any arrangement, refer to the same item heading.

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SUBPART F

MEDICAL ASSESSMENT FOR LICENSING

BCAR – APL 6.1 Medical Assessments – General

BCAR – APL 6.1.1 Classes of medical certificate

(a) Three classes of medical certificate are established as follows:

(1) Class 1 medical certificate; applies to applicants for, and holders of:

(i) Commercial pilot licenses – aeroplane, rotorcraft, airship and powered – lift
(ii) Multi – crew pilot licenses – aeroplane
(iii) Airline Transport pilot licenses – aeroplane, rotorcraft and powered – lift.
(iv) Student pilot license
(v) Private pilot licenses – aeroplanes, rotorcraft, airship and powered – lift
(vi) Glider pilot license
(vii) Flight engineer license
(viii) Free balloon pilot license
(ix) Cabin Crew License
(x) Student Air traffic controller license
(xi) Air traffic controller licenses
(xii) Remote pilot licenses.

(2) Class 2 medical certificate; applies to applicants for, and holders of:

(i) Student pilot license
(ii) Private pilot licenses – aeroplanes, rotorcraft, airship and powered – lift
(iii) Glider pilot license
(iv) Flight engineer license
(v) Free balloon pilot license
(vi) Cabin Crew License
(vii) Student Air traffic controller license
(viii) Air traffic controller licenses
(ix) Remote pilot licenses.

(3) Class 3 medical certificate ; applies to applicants for, and holders of:

(i) Student Air traffic controller license
(ii) Air traffic controller licenses
(iii) Remote pilot licenses.

(b) The applicant for a medical certificate shall provide the medical examiner with a signed declaration of medical history, including personal, family and hereditary history. The applicant shall be made aware of the necessity of providing a statement that is as complete

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and accurate as the applicant's knowledge permits, and any false statement shall be dealt with in accordance with BCAR – APL 1.2.9 (h).

(c) The medical examiner shall report to the BDCA any individual case where, in the examiner's judgement, an applicant's failure to meet any requirement, whether numerical or otherwise, is such that exercise of the privileges of the license being applied for, or held, is not likely to jeopardize flight safety (BCAR – APL 1.2.9 (k)).

(d) The level of medical fitness to be met for the renewal of a medical certificate shall be the same as that for the initial assessment except where otherwise specifically stated.

BCAR – APL 6.2 Requirements for Medical Assessments

BCAR – APL 6.2.1 General

(a) An applicant for a medical certificate issued in accordance with the terms of BCAR – APL 1.2.9 (a) shall undergo a medical examination based on the following components:

(1) Physical and mental;
(2) Visual and color perception; and
(3) Hearing.

BCAR – APL 6.2.2 Physical and mental requirements

(a) An applicant for a Class 1, Class 2 or a Class 3 medical certificate is required to be free from:

(1) any , congenital or acquired abnormality; or
(2) any active, latent, acute or chronic disability; or
(3) any wound, injury or sequelae from operation; or
(4) any effect or side-effect of any prescribed or non-prescribed therapeutic, diagnostic or preventive medication; such as would entail a degree of functional incapacity which is likely to interfere with the safe operation of an aircraft or with the safe performance of duties. Use of herbal medication and alternative treatment modalities requires particular attention to possible side-effects.

BCAR – APL 6.2.3 Visual acuity test requirements

(a) The methods in use for the measurement of visual acuity are likely to lead to differing evaluations. To achieve uniformity, BDCA shall ensure that equivalence in the methods of evaluation is obtained.

(b) The following shall be adopted for tests of visual acuity:

(1) Visual acuity tests shall be conducted in an environment with a level of illumination that corresponds to ordinary office illumination (30-60 cd/m^2).
(2) Visual acuity shall be measured by means of a series of Landolt rings or similar optotypes, placed at a distance from the applicant appropriate to the method of testing adopted.

BCAR – APL 6.2.4 Color perception requirements

(a) Medical examiners shall use the ishihara method of examination to guarantee reliable testing of color perception.

(b) The applicant shall be required to demonstrate the ability to perceive readily those colors the perception of which is necessary for the safe performance of duties.

(c) The applicant shall be tested for the ability to correctly identify a series of pseudoisochromatic plates in daylight or in artificial light of the same color temperature such as that provided by Commission on Illumination (CIE) standard illuminants C or D_{65} as specified by the International CIE.

(d) An applicant obtaining a satisfactory result as prescribed by the medical examiner shall be assessed as fit. An applicant failing to obtain a satisfactory result in such a test shall be assessed as unfit unless able to readily distinguish the colors used in air navigation and correctly identify aviation-colored lights. Applicants who fail to meet these criteria shall be assessed as unfit except for Class 2 assessment with the following restriction: valid daytime only.

(1) Sunglasses worn during the exercise of the privileges of the license or rating held shall be non-polarizing and of a neutral grey tint.

BCAR – APL 6.2.5 Hearing test requirements

(a) Medical examiners shall use such methods of examination that guarantees reliable testing of hearing.

(b) An applicant for medical certificate shall be required to demonstrate a hearing performance sufficient for the safe exercise of their license and rating privileges.

(c) An applicant for Class 1 medical certificate may be tested by pure-tone audiometry at initial issue of the medical certificate, not less than once every five years up to the age of 40 years, and thereafter not less than once every two years.

(1) Alternatively, other methods providing equivalent results may be used.

(d) An applicant for Class 3 medical certificate may be tested by pure-tone audiometry at initial issue of the medical certificate, not less than once every four years up to the age of 40 years, and thereafter not less than once every two years.

(1) Alternatively, other methods providing equivalent results may be used.

(e) An applicant for Class 2 medical certificate may be tested by pure-tone audiometry at initial issue of the medical certificate and, after the age of 50 years, not less than once every two years.

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(f) At medical assessments, other than those mentioned in BCAR – APL 6.2.5 (c), (d) and (e), where audiometry is not performed, applicants shall be tested in a quiet room by whispered and spoken voice tests.

BCAR – APL 6.3 Class 1 Medical Assessment

BCAR – APL 6.3.1 Medical certificate issue and renewal

(a) An applicant for a commercial pilot license —aeroplane, airship, helicopter or powered-lift, a multi-crew pilot license — aeroplane, or an airline transport pilot license — aeroplane, helicopter or powered-lift shall undergo an initial medical assessment for the issue of a Class 1 medical certificate. This medical assessment may include the various licenses specified below:

(1) An applicant for a student pilot license, private pilot license — aeroplane, airship helicopter or powered-lift, a cabin crew license, a glider pilot license, a free balloon pilot license, and a flight engineer license.

(2) An applicant for a student air traffic controller license, air traffic controller license or remote pilot license.

(b) Except where otherwise stated in this section, holders of commercial pilot licenses — aeroplane, airship, helicopter or powered-lift, multi-crew pilot licenses — aeroplane, or an airline transport pilot licenses — aeroplane, helicopter or powered-lift shall have their Class 1 medical certificate renewed at intervals not exceeding those specified in BCAR – APL 1.2.10 (f).

(c) Where the medical examiner is satisfied that the requirements of this section and the general provisions of BCAR – APL 6.1 and BCAR – APL 6.2 have been met, a Class 1 medical certificate shall be issued to the applicant.

BCAR – APL 6.3.2 Physical and mental requirements

(a) The applicant shall not suffer from any disease or disability which could render that applicant likely to become unable to operate an aircraft safely or to perform assigned duties safely.

(b) The applicant shall not have an established medical history or clinical diagnosis of:

(1) An organic mental disorder;
(2) A mental or behavioral disorder due to use of psychoactive substances; this includes dependence syndrome induced by alcohol or other psychoactive substances;
(3) Schizophrenia or a schizotypal or delusional disorder;
(4) A mood (affective) disorder;
(5) A neurotic, stress-related or somatoform disorder;
(6) A behavioral syndrome associated with physiological disturbances or physical factors;
(7) A disorder of adult personality or behavior, particularly if manifested by repeated overt acts;
(8) intellectual disability;

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(9) A disorder of psychological development;
(10) A behavioral or emotional disorder, with onset in childhood or adolescence; or
(11) A mental disorder not otherwise specified; such might render the applicant unable to safely exercise the privileges of the license applied for or held

(i) An applicant with depression, being treated with antidepressant medication, should be assessed as unfit unless the medical assessor, having access to the details of the case concerned, considers the applicant's condition as unlikely to interfere with the safe exercise of the applicant's license and rating privileges.

(c) The applicant shall have no established medical history or clinical diagnosis of any of the following:

(1) A progressive or non-progressive disease of the nervous system, the effects of which are likely to interfere with the safe exercise of the applicant's license and rating privileges;
(2) Epilepsy; or
(3) Any disturbance of consciousness without satisfactory medical explanation of cause.

(d) The applicant shall not have no history of head injury, the effects of which are likely to interfere with the safe exercise of the applicant's license and rating privileges.

(e) The applicant shall not have any, congenital or acquired abnormality of the heart, which is likely to interfere with the safe exercise of the applicant's license and rating privileges.

(1) An applicant who has undergone coronary bypass grafting or angioplasty (with or without stenting) or other cardiac intervention or who has a history of myocardial infarction or who suffers from any other potentially incapacitating cardiac condition shall be assessed as unfit unless the applicant's cardiac condition has been investigated and evaluated in accordance with best medical practice and is assessed not likely to interfere with the safe exercise of the applicant's license or rating privileges.

(2) An applicant with an abnormal cardiac rhythm shall be assessed as unfit unless the cardiac arrhythmia has been investigated and evaluated in accordance with best medical practice and is assessed not likely to interfere with the safe exercise of the applicant's license or rating privileges.

(f) Electrocardiography shall form part of the heart examination for the initial issue of a medical assessment.

(1) Electrocardiography shall be included in re-examinations of applicants over the age of 50 at intervals not exceeding one year.

(2) Electrocardiography should be included in re-assessments of applicants between the ages of 30 years and 50 years at intervals not exceeding two years.

(g) The systolic and diastolic blood pressures shall be within normal limits.

(1) The use of drugs for control of high blood pressure shall be disqualifying except for those drugs, which are compatible with the safe exercise of the applicant's license and rating privileges.

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(h) The applicant shall have no significant functional nor structural abnormality of the circulatory system.

(i) There shall be no acute disability of the lungs nor any active disease of the structures of the lungs, mediastinum or pleurae likely to result in incapacitating symptoms during normal or emergency operations.

(1) Chest radiography shall form part of the initial examination.

(j) Applicants with chronic obstructive pulmonary disease shall be assessed as unfit unless the applicant's condition has been investigated and evaluated in accordance with best medical practice and is assessed not likely to interfere with the safe exercise of the ~~applicant's~~ license or rating privileges.

(k) Applicants with asthma causing significant symptoms or likely to cause incapacitating symptoms during normal or emergency operations shall be assessed as unfit.

(1) The use of drugs for control of asthma shall be disqualifying except for those drugs, which are compatible with the safe exercise of the applicant's license and rating privileges.

(l) Applicants with active pulmonary tuberculosis shall be assessed as unfit.

(1) Applicants with quiescent or healed lesions which are known to be tuberculous, or are presumably tuberculous in origin, may be assessed as fit.

(m) Applicants with significant impairment of function of the gastrointestinal tract or its adnexa shall be assessed as unfit.

(1) Applicants shall be completely free from those hernias that ~~might~~ give rise to incapacitating symptoms.

(n) Applicants with sequelae of disease of, or surgical intervention on, any part of the digestive tract or its adnexa, likely to cause incapacitation in flight, in particular any obstruction due to stricture or compression, shall be assessed as unfit.

(1) An applicant who has undergone a surgical operation on the biliary passages or the digestive tract or its adnexa with a total or partial excision or a diversion of any of these organs may be assessed as unfit unless the medical assessor, having access to the details of the operation concerned, considers that the effects of the operation are not likely to cause incapacitation in flight.

(o) Applicants with metabolic, nutritional or endocrine disorders that are likely to interfere with the safe exercise of their license and rating privileges shall be assessed as unfit.

(p) Applicants with insulin-treated diabetes mellitus shall be assessed as unfit.

(1) Applicants with non-insulin-treated diabetes mellitus shall be assessed as unfit unless the condition is shown to be satisfactorily controlled by diet alone or by diet combined with

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oral anti-diabetic medication, the use of which is compatible with the safe exercise of the applicant's license and rating privileges.

(q) Applicants with diseases of the blood or the lymphatic system shall be assessed as unfit unless adequately investigated and their condition found unlikely to interfere with the safe exercise of the license and rating privileges.

(r) Applicants with renal or genito-urinary disease shall be assessed as unfit, unless adequately investigated and their condition found unlikely to interfere with the safe exercise of the license and rating privileges.

(1) Urinalysis shall form part of the medical examination and any abnormalities shall be appropriately investigated.

(s) Applicants with sequelae or surgical procedures on the kidneys or the genito-urinary tract, in particular obstructions due to stricture or compression, shall be assessed as unfit unless the applicant's condition is investigated and evaluated in accordance with best medical practice and assessed as not likely to interfere with the safe exercise of the license or rating privileges.

(1) Applicants who have undergone nephrectomy shall be assessed as unfit unless the condition is well compensated.

(t) Applicants who are seropositive for HIV shall be assessed as unfit unless the applicant's condition is investigated and evaluated in accordance with best medical practice and assessed as not likely to interfere with the safe exercise of the license or rating privileges.

(1) Early diagnosis and active management of HIV with antiretroviral therapy reduces morbidity, improves prognosis and thus increases the likelihood of a fit assessment.

(u) An applicant who is pregnant shall be assessed as unfit unless obstetrical evaluation and continued medical supervision indicate a low-risk of complicated pregnancy.

(1) For applicants with a low-risk of complicated pregnancy, that are evaluated and supervised in accordance with BCAR – APL 6.3.2 (u), the fit medical assessment shall be limited to the end of the 12th week and the end of the 26th week of gestation.

(v) Following confinement or termination of pregnancy, the applicant shall not be permitted to exercise the privileges of her license unless she undergoes re-assessment in accordance with best medical practice and it has been determined that she is able to safely exercise the privileges of her license and ratings.

(w) An applicant shall not have any abnormality of the bones, joints, muscles, tendons or related structures which is likely to interfere with the safe exercise of the license and rating privileges.

(x) The applicant shall not have any abnormality or disease of the ear or related structures which are likely to interfere with the safe exercise of the applicant's license and rating privileges.

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(y) There shall be:

(1) No disturbance of vestibular function;
(2) No significant dysfunction of the Eustachian tubes; and
(3) No unhealed perforation of the tympanic membranes.

(i) A single dry perforation of the tympanic membrane need not render the applicant unfit.

(z) There shall be:

(1) No nasal obstruction; and
(2) No malformation or any disease of the buccal cavity or upper respiratory tract;

which is likely to interfere with the safe exercise of the applicant's license and rating privileges.

(aa) Applicants with severe stuttering or other speech defects that may cause impairment of verbal communication shall be assessed as unfit.

BCAR – APL 6.3.3 Visual requirements

(a) The medical assessment shall be based on the following requirements.

(1) The function of the eyes and their adnexa shall be normal. There shall be no active pathological condition, acute or chronic, nor any sequelae of surgery or trauma of the eyes or their adnexa likely to reduce proper visual function to an extent that would interfere with the safe exercise of the applicant's license and rating privileges.

(2) Distant visual acuity with or without correction shall be 6/9 or better in each eye separately, and binocular visual acuity shall be 6/6 or better. No limits apply to uncorrected visual acuity. Where this standard of visual acuity is obtained only with correcting lenses, the applicant may be assessed as fit provided that:

(i) such correcting lenses are worn during the exercise of the privileges of the license or rating applied for or held; and
(ii) a pair of suitable correcting spectacles is kept readily available during the exercise of the privileges of the applicant's license.

(A) Applicants may use contact lenses to meet the requirement of paragraph (1) provided that:

(i) The lenses are monofocal and non-tinted;
(ii) The lenses are well tolerated; and
(iii) A pair of suitable correcting spectacles is kept readily available during the exercise of the privileges of the applicant's license.

(B) Applicants with a large refractive error shall use contact lenses or high-index spectacle lenses during the exercise of the privileges of the applicant's license.

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(C) Applicants whose uncorrected distant visual acuity in either eye is worse than 6/60 shall be required to provide a full ophthalmic report prior to initial Medical Assessment and every five years thereafter.

(3) Applicants who have undergone surgery affecting the refractive status of the eye shall be assessed as unfit unless they are free from those sequelae which are likely to interfere with the safe exercise of the applicant's license and rating privileges.

(4) The applicant shall have the ability to read, while wearing the correcting lenses, if any, required by BCAR – APL 6.3.3 (a)(2), the N5 chart or its equivalent at a distance selected by that applicant in the range of 30 to 50 cm and the ability to read the N14 chart or its equivalent at a distance of 100 cm. Where this requirement is met only by the use of near correction, the applicant may be assessed as fit provided that this near correction is added to the spectacle correction already prescribed in accordance with BCAR – APL 6.3.3 (a)(2); where no such correction is prescribed, a pair of spectacles for near vision correction shall be kept readily available during the exercise of the privileges of the license. When near correction is required, the applicant shall demonstrate that one pair of spectacles is sufficient to meet both distant and near visual requirements.

(i) When near correction is required, a second pair of near-correction spectacles shall be kept available for immediate use.

(5) The applicant shall be required to have normal fields of vision.

(6) The applicant shall be required to have normal binocular function.

(i) Reduced stereopsis, abnormal convergence not interfering with near vision, and ocular misalignment where the fusional reserves are sufficient to prevent asthenopia and diplopia need not be disqualification from being fit.

BCAR – APL 6.3.4 Hearing requirements

(a) The applicant, shall be tested on a pure-tone audiometer, and shall not have a hearing loss, in either ear separately, of more than 35 dB at any of the frequencies 500, 1 000 or 2 000 Hz, or more than 50 dB at 3 000 Hz.

(1) An applicant with a hearing loss greater than that specified in paragraph (a) may be declared fit provided that the applicant has normal hearing performance against a background noise that reproduces or simulates the masking properties of flight deck noise upon speech and beacon signals.

(b) Alternatively, a practical hearing test conducted in flight in the cockpit of an aircraft of the type for which the applicant's license and ratings are valid may be used.

BCAR – APL 6.4 Class 2 Medical Assessment

BCAR – APL 6.4.1 Medical certificate issue and renewal

(a) An applicant for a student pilot license, private pilot license — aeroplane, airship, helicopter or powered-lift, a glider pilot license, a free balloon pilot license, a flight engineer license or cabin crew license shall undergo a medical assessment for the issue of a Class 2 medical certificate. The Class 2 medical certificate may also include the various licenses specified below:

(1) An applicant for a student air traffic controller license, air traffic controller license or remote pilot license.

(b) Except where otherwise stated in this regulation, holders of private pilot licenses — aeroplane, airship, helicopter or powered-lift, glider pilot licenses, free balloon pilot licenses, flight engineer licenses shall renew their Class 2 medical certificate at intervals not exceeding the time specified in BCAR – APL 1.2.10 (f).

(c) Where the BDCA is satisfied that the requirements of this regulation and the general provisions of BCAR – APL 6.1 and BCAR – APL 6.2 have been met, a Class 2 medical certificate shall be issued to the applicant.

BCAR – APL 6.4.2 Physical and mental requirements

(a) The component of the medical assessment pertaining to physical and mental fitness shall be based on the following requirements.

(b) The applicant shall not suffer from any disease or disability which could render that applicant likely to become unable to operate an aircraft safely or to perform assigned duties safely.

(c) The applicant shall not have an established medical history or clinical diagnosis of:

(1) an organic mental disorder;
(2) a mental or behavioral disorder due to psychoactive substance use such as dependence syndrome induced by alcohol or other psychoactive substances;
(3) schizophrenia or a schizotypal or delusional disorder;
(4) a mood (affective) disorder;
(5) a neurotic, stress-related or somatoform disorder;
(6) a behavioral syndrome associated with physiological disturbances or physical factors;
(7) a disorder of adult personality or behavior, particularly if manifested by repeated overt acts;
(8) intellectual disability;
(9) a disorder of psychological development;
(10) a behavioral or emotional disorder, with onset in childhood or adolescence; or
(11) any other mental disorder not otherwise specified;

such as might render the applicant unable to safely exercise the privileges of the license applied for or held.

(d) An applicant suffering from depression, being treated with antidepressant medication, shall be assessed as unfit unless the medical assessor, having access to the details of the case

concerned, considers the applicant's condition as unlikely to interfere with the safe exercise of the applicant's license and rating privileges.

(e) The applicant shall not have a medical history or clinical diagnosis of any of the following:

(1) a progressive or non-progressive disease of the nervous system, the effects of which are likely to interfere with the safe exercise of the license and rating privileges;
(2) epilepsy;
(3) any disturbance of consciousness without satisfactory medical explanation of cause.

(f) The applicant shall have no history of head injury, the effects of which are likely to interfere with the safe exercise of the applicant's license and rating privileges.

(g) The applicant shall not have any congenital or acquired abnormality of the heart, which is likely to interfere with the safe exercise of the applicant's license and rating privileges.

(1) An applicant who has undergone coronary bypass grafting or angioplasty (with or without stenting) or other cardiac intervention or who has a history of myocardial infarction or who suffers from any other potentially incapacitating cardiac condition shall be assessed as unfit unless the applicant's cardiac condition has been investigated and evaluated in accordance with best medical practice and is assessed not likely to interfere with the safe exercise of the applicant's license or rating privileges.

(2) An applicant with an abnormal cardiac rhythm shall be assessed unfit unless the cardiac arrhythmia has been investigated and evaluated in accordance with best medical practice and is assessed not likely to interfere with the safe exercise of the applicant's license or rating privileges.

(h) Electrocardiography shall form part of the heart examination for the initial issue of a medical certificate and after the age of 40 years.

(1) Electrocardiography shall be included in re-assessments of applicants after the age of 50 years at intervals not exceeding two years.

(i) The systolic and diastolic blood pressures shall be within normal limits.

(1) The use of drugs for control of high blood pressure shall be disqualifying except for those drugs, which are compatible with the safe exercise of the applicant's license and rating privileges.

(j) There shall be no significant functional nor structural abnormality of the circulatory system.

(k) There shall be no disability of the lungs nor any active disease of the structures of the lungs, mediastinum or pleura likely to result in incapacitating symptoms during normal or emergency operations.

(1) Chest radiography shall form part of the initial and periodic examinations in cases where asymptomatic pulmonary disease can be expected.

(l) Applicants with chronic obstructive pulmonary disease shall be assessed as unfit unless the applicant's condition has been investigated and evaluated in accordance with best medical practice and is assessed not likely to interfere with the safe exercise of the applicant's license or rating privileges.

(m) Applicants with asthma causing significant symptoms or likely to cause incapacitating symptoms during normal or emergency operations shall be assessed as unfit.

(1) The use of drugs for control of asthma shall be disqualifying except for those drugs, which are compatible with the safe exercise of the applicant's license and rating privileges.

(n) Applicants with active pulmonary tuberculosis shall be assessed as unfit.

(1) Applicants with quiescent or healed lesions, known to be tuberculous or presumably tuberculous in origin, may be assessed as fit.

(o) Applicants shall be completely free from those hernias that might give rise to incapacitating symptoms.

(1) Applicants with significant impairment of the function of the gastrointestinal tract or its adnexa shall be assessed as unfit.

(p) Applicants with sequelae or surgical intervention on any part of the digestive tract or its adnexa, likely to cause incapacitation in flight, in particular any obstruction due to stricture or compression, shall be assessed as unfit.

(1) An applicant who has undergone a surgical operation on the biliary passages or the digestive tract or its adnexa with a total or partial excision or a diversion of any of these organs shall be assessed as unfit unless the medical assessor, having access to the details of the operation concerned, considers that the effects of the operation are not likely to cause incapacitation in flight.

(q) An applicant with metabolic, nutritional or endocrine disorders that are likely to interfere with the safe exercise of their license and rating privileges shall be assessed as unfit.

(r) An applicant with insulin-treated diabetes mellitus shall be assessed as unfit.

(1) An applicant with non-insulin-treated diabetes mellitus shall be assessed as unfit unless the condition is shown to be satisfactorily controlled by diet alone or by diet combined with oral anti-diabetic medication, the use of which is compatible with the safe exercise of the applicant's license and rating privileges.

(s) An applicant with diseases of the blood or the lymphatic system shall be assessed as unfit unless adequately investigated and their condition found unlikely to interfere with the safe exercise of the their license and rating privileges.

(t) An applicant with renal or genitourinary disease shall be assessed as unfit unless adequately investigated and their condition is determined to be unlikely to interfere with the safe exercise of the license and rating privileges.

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(1) Urinalysis examination shall form part of the medical examination and any abnormalities shall be appropriately investigated.

(u) An applicant with sequelae or surgical procedures on, the kidneys or the genitourinary tract, in particular obstructions due to stricture or compression, shall be assessed as unfit unless the applicant's condition is investigated and evaluated in accordance with best medical practice and is assessed as not likely to interfere with the safe exercise of the applicant's license or rating privileges.

(1) An applicant who has undergone nephrectomy shall be assessed as unfit unless the condition is adequately controlled.

(v) Applicants who are seropositive for HIV shall be assessed as unfit unless the applicant's condition is investigated and evaluated in accordance with best medical practice and assessed as not likely to interfere with the safe exercise of the applicant's license or rating privileges.

(1) Early diagnosis and active management of HIV with antiretroviral therapy reduces morbidity and improves prognosis and thus increases the likelihood of a fit assessment.

(w) An applicant who is pregnant shall be assessed as unfit unless obstetrical evaluation and continued medical supervision indicate a low-risk of complicated pregnancy.

(1) For applicants with a low-risk of complicated pregnancy, evaluated and supervised in accordance with BCAR – APL 6.4.2 (v), the fit assessment shall be limited to the period from the end of the 12th week until the end of the 26th week of gestation.

(x) Following confinement or termination of pregnancy, the applicant shall not exercise the privileges of her license unless she undergoes re-assessment in accordance with best medical practice and it has been determined that she is able to safely exercise the privileges of her license and ratings.

(y) An applicant shall not have any abnormality of the bones, joints, muscles, tendons or related structures which are likely to interfere with the safe exercise of the applicant's license and rating privileges.

(z) The applicant shall not possess any abnormality or disease of the ear or related structures which are likely to interfere with the safe exercise of the applicant's license and rating privileges.

(aa)There shall be:

(1) no disturbance of the vestibular function;
(2) no significant dysfunction of the Eustachian tubes; and
(3) no unhealed perforation of the tympanic membranes.

(i) A single dry perforation of the tympanic membrane need not render the applicant unfit.

(bb) There shall be:

(1) no nasal obstruction;

(2) no malformation nor disease of the buccal cavity or upper respiratory tract, which is likely to interfere with the safe exercise of the license and rating privileges.

(cc) An applicant with severe stuttering and other speech defects that may cause impairment of verbal communication shall be assessed as unfit.

BCAR – APL 6.4.3 Visual requirements

(a) The medical examination shall be based on the following requirements.

(1) The function of the eyes and their adnexa shall be normal. The applicant shall have no active pathological condition, whether acute or chronic, and no sequelae of surgery or trauma of the eyes or their adnexa likely to reduce proper visual function to an extent that would interfere with the safe exercise of the applicant's license and rating privileges.

(2) An applicant distant visual acuity with or without correction shall be 6/12 or better in each eye separately, and binocular visual acuity shall be 6/9 or better. No minimum standard applies to uncorrected visual acuity. Where this standard of visual acuity can be achieved only with correcting lenses, the applicant may be assessed as fit provided that:

(i) such correcting lenses are worn during the exercise of the privileges of the license or rating applied for or held; and
(ii) in addition, a pair of suitable correcting spectacles is kept readily available during the exercise of the privileges of the applicant's license.

(A) Applicants may use contact lenses to meet this requirement provided that:

(1) The lenses are monofocal and non-tinted;
(2) The lenses are well tolerated; and
(3) A pair of suitable correcting spectacles is kept readily available during the exercise of the privileges of the applicant's license.

(B) Applicants with a large refractive error shall use contact lenses or high-index spectacle lenses during the exercise of the privileges of the applicant's license.

(C) Applicants whose uncorrected distant visual acuity in either eye is worse than 6/60 shall be required to provide a full ophthalmic report prior to initial medical assessment and every five years thereafter.

(3) Applicants who have undergone surgery affecting the refractive status of the eye shall be assessed as unfit unless they are free from those sequelae which are likely to interfere with the safe exercise of the their license and rating privileges.

(4) The applicant shall have the ability to read, while wearing the correcting lenses, if any, required by BCAR – APL 6.4.3 (a)(2), the N5 chart or its equivalent at a distance selected by that applicant in the range of 30 to 50 cm. If this requirement is met only by the use of near correction, the applicant may be assessed as fit provided that this near correction is added to the spectacle correction already prescribed in accordance with BCAR – APL 6.4.3 (a)(2) ; if no such correction is prescribed, a pair of spectacles for near use shall be kept readily available during the exercise of the privileges of the license. When near correction is required,

the applicant shall demonstrate that one pair of spectacles is sufficient to meet both distant and near visual requirements.

(i) When near correction is required in accordance with paragraph (e), a second pair of near-correction spectacles shall be kept available for immediate use.

(A) The applicant shall be required to have normal fields of vision.

(B) The applicant shall be required to have normal binocular function.

(1) Reduced stereopsis, abnormal convergence not interfering with near vision, and ocular misalignment where the fusional reserves are sufficient to prevent asthenopia and diplopia need not be disqualification of being fit.

BCAR – APL 6.4.4 Hearing requirements

(a) Applicants who are unable to hear an average conversational voice in a quiet room, using both ears, at a distance of 2 m from the medical examiner and with the back turned to the medical examiner, shall be assessed as unfit.

(b) If tested by pure-tone audiometry, an applicant with a hearing loss, in either ear separately, of more than 35 dB at any of the frequencies 500, 1 000 or 2 000 Hz, or more than 50 dB at 3 000 Hz, shall be assessed as unfit.

(c) An applicant who does not meet the requirements in BCAR – APL 6.4.4 (a) or BCAR – APL 6.4.4 (b) shall undergo further testing in accordance with BCAR – APL 6.3.4 (a)(1).

BCAR – APL 6.5 Class 3 Medical Assessment

BCAR – APL 6.5.1 Medical certificate issue and renewal

(a) An applicant for a student air traffic controller license, air traffic controller license or remote pilot license shall undergo an initial medical examination for the issue of a Class 3 medical certificate .

(b) Except where otherwise stated in this regulation, holders of student air traffic controller license, air traffic controller licenses or remote pilot licenses shall have their Class 3 medical certificate renewed at intervals not exceeding those specified in BCAR – APL 1.2.10 (f).

(c) Where the BDCA is satisfied that the requirements of this section and the general provisions of BCAR – APL 6.1 and BCAR – APL 6.2 have been met, a Class 3 medical certificate shall be issued to the applicant.

BCAR – APL 6.5.2 Physical and mental requirements

(a) The applicant shall not suffer from any disease or disability which may render that applicant likely to become unable to perform duties safely.

(b) The applicant shall not have an established medical history or clinical diagnosis of:

(1) An organic mental disorder;
(2) A mental or behavioral disorder due to psychoactive substance use such as dependence syndrome induced by alcohol or other psychoactive substances;
(3) Schizophrenia or a schizotypal or delusional disorder;
(4) A mood (affective) disorder;
(5) A neurotic, stress-related or somatoform disorder;
(6) A behavioral syndrome associated with physiological disturbances or physical factors;
(7) A disorder of adult personality or behavior, particularly if manifested by repeated overt acts;
(8) intellectual disability;
(9) A disorder of psychological development;
(10) A behavioral or emotional disorder, with onset in childhood or adolescence; or
(11) A mental disorder not otherwise specified,

such as might render the applicant unable to safely exercise the privileges of the license applied for or held.

(c) An applicant with depression, being treated with antidepressant medication, shall be assessed as unfit unless the medical assessor, having considered the clinical details, determines the applicant's condition as unlikely to interfere with the safe exercise of the applicant's license and rating privileges.

(d) The applicant shall not have an established medical history or clinical diagnosis of any of the following:

(1) A progressive or non-progressive disease of the nervous system, the effects of which are likely to interfere with the safe exercise of the applicant's license and rating privileges;
(2) Epilepsy; or
(3) Any disturbance of consciousness without satisfactory medical explanation of cause.

(e) The applicant shall not have suffered any head injury, the effects of which are likely to interfere with the safe exercise of the applicant's license and rating privileges.

(f) The applicant shall not possess any abnormality of the heart, congenital or acquired, which is likely to interfere with the safe exercise of the applicant's license and rating privileges.

(1) An applicant who has undergone coronary bypass grafting or angioplasty (with or without stenting) or other cardiac intervention or who has a history of myocardial infarction or who suffers from any other potentially incapacitating cardiac condition shall be assessed as unfit unless the applicant's cardiac condition has been investigated and evaluated in accordance with best medical practice and is assessed not likely to interfere with the safe exercise of the applicant's license and rating privileges.

(2) An applicant with an abnormal cardiac rhythm shall be assessed as unfit unless the cardiac arrhythmia has been investigated and evaluated in accordance with best medical practice and is assessed not likely to interfere with the safe exercise of the applicant's license and rating privileges.

(g) Electrocardiography shall form part of the heart examination for the initial issue of a medical certificate .

(1) Electrocardiography shall be included in re-assessments of applicants after the age of 50 years in intervals not exceeding every two years or as seen fit by the BDCA medical examiner.

(h) The systolic and diastolic blood pressures shall be within normal limits.

(1) The use of drugs for control of high blood pressure is disqualifying except for those drugs, which are compatible with the safe exercise of the applicant's license privileges.

(i) The applicant shall have no significant functional nor structural abnormality of the circulatory system.

(j) There shall be no disability of the lungs nor any active disease of the structures of the lungs, mediastinum or pleurae likely to result in incapacitating symptoms.

(k) Applicants with chronic obstructive pulmonary disease shall be assessed as unfit unless the applicant's condition has been investigated and evaluated in accordance with best medical practice and is assessed not likely to interfere with the safe exercise of the applicant's license or rating privileges.

(l) Applicants with asthma causing significant symptoms or likely to cause incapacitating symptoms shall be assessed as unfit.

(1) The use of drugs for control of asthma shall be disqualifying except for those drugs, which are compatible with the safe exercise of the license and rating privileges.

(m) Applicants with active pulmonary tuberculosis shall be assessed as unfit.

(1) Applicants with quiescent or healed lesions, known to be tuberculous or presumably tuberculous in origin, may be assessed as fit.

(n) Applicants with significant impairment of the function of the gastrointestinal tract or its adnexa shall be assessed as unfit.

(o) Applicants with sequelae of disease of or surgical intervention on any part of the digestive tract or its adnexa, likely to cause incapacitation, in particular any obstructions due to stricture or compression, shall be assessed as unfit.

(1) An applicant who has undergone a surgical operation on the biliary passages or the digestive tract or its adnexa, with a total or partial excision of, or a diversion of any of these organs shall be assessed as unfit until such time as the medical assessor, having evaluated the details of the operation concerned, considers that the effects of the operation are unlikely to cause incapacitation.

(p) Applicants with metabolic, nutritional or endocrine disorders that are likely to interfere with the safe exercise of their license and rating privileges shall be assessed as unfit.

(q) Applicants with insulin-treated diabetes mellitus shall be assessed as unfit.

(1) Applicants with non-insulin-treated diabetes shall be assessed as unfit unless the condition is shown to be satisfactorily controlled by diet alone or by diet combined with oral anti-diabetic medication, the use of which is compatible with the safe exercise of the license and rating privileges.

(r) Applicants with diseases of the blood or the lymphatic system shall be assessed as unfit, unless adequately investigated and their condition found unlikely to interfere with the safe exercise of the license and rating privileges.

(s) Applicants with renal or genitourinary disease shall be assessed as unfit unless adequately investigated and their condition found unlikely to interfere with the safe exercise of the license and rating privileges.

(1) Urinalysis shall form part of the medical assessment and any abnormalities shall be appropriately investigated.

(t) Applicants with sequelae or surgical procedures on the kidneys or the genitourinary tract, in particular obstructions due to stricture or compression, shall be assessed as unfit unless the applicant's condition is investigated and evaluated in accordance with best medical practice and assessed as not likely to interfere with the safe exercise of the applicant's license or rating privileges.

(1) An applicant who has undergone nephrectomy shall be assessed as unfit unless the condition is adequately controlled.

(u) Applicants who are seropositive for HIV shall be assessed as unfit unless the applicant's condition is investigated and evaluated in accordance with best medical practice and assessed as not likely to interfere with the safe exercise of the applicant's license or rating privileges.

(1) Early diagnosis and active management of HIV with antiretroviral therapy reduces morbidity and improves prognosis and thus increases the likelihood of a fit assessment.

(v) An applicant who is pregnant shall be assessed as unfit unless obstetrical evaluation and continued medical supervision indicate a low-risk complicated pregnancy.

(1) During the gestational period, precautions may be taken for the timely relief of an air traffic controller in the event of early onset of labour or other complications.

(2) For applicants with a low-risk complicated pregnancy, evaluated and supervised in accordance with BCAR – APL 6.5.2(v), the fit assessment shall be limited to the period until the end of the 34th week of gestation.

(w) Following confinement or termination of pregnancy the applicant shall not be permitted to exercise the privileges of her license unless she has undergoes re-evaluation in accordance with best medical practice and it has been determined that she is able to safely exercise the privileges of her license and ratings.

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(x) An applicant shall not have any abnormality of the bones, joints, muscles, tendons or related structures which are likely to interfere with the safe exercise of the applicant's license and rating privileges.

(y) The applicant shall not possess any abnormality or disease of the ear or related structures which are likely to interfere with the safe exercise of the applicant's license and rating privileges.

(z) There shall be no malformation nor any disease of the nose, buccal cavity or upper respiratory tract which is likely to interfere with the safe exercise of the applicant's license and rating privileges.

(aa) Applicants with severe stuttering or other speech defects that may cause impairment of verbal communication shall be assessed as unfit.

BCAR – APL 6.5.3 Visual requirements

(a) The medical assessment shall be based on the following requirements.

(1) The function of the eyes and their adnexa shall be normal. There shall be no active pathological condition, acute or chronic, nor any sequelae of surgery or trauma of the eyes or their adnexa likely to reduce proper visual function to an extent that would interfere with the safe exercise of the applicant's license and rating privileges.

(2) Distant visual acuity with or without correction shall be 6/9 or better in each eye separately, and binocular visual acuity shall be 6/6 or better. No limits apply to uncorrected visual acuity. Where this standard of visual acuity can be obtained only by correcting lenses, the applicant may be assessed as fit provided that:

(i) such correcting lenses are worn during the exercise of the privileges of the license or rating applied for or held; and
(ii) in addition, a pair of suitable correcting spectacles is kept readily available during the exercise of the privileges of the applicant's license.

(A) Applicants may use contact lenses to meet this requirement provided that:

(i) the lenses are monofocal and non-tinted;
(ii) the lenses are well tolerated; and
(iii) a pair of suitable correcting spectacles is kept readily available during the exercise of the license privileges.

(B) Applicants with a large refractive error shall use contact lenses or high-index spectacle lenses.

(C) Applicants whose uncorrected distant visual acuity in either eye is worse than 6/60 shall be required to provide a full ophthalmic report prior to initial medical assessment and every five years thereafter.

(3) Applicants who have undergone surgery affecting the refractive status of the eye shall be assessed as unfit unless they are free from those sequelae which are likely to interfere with the safe exercise of their license and rating privileges.

(4) The applicant shall have the ability to read, while wearing the correcting lenses, if any, required by BCAR – APL 6.5.3 (a)(2), the N5 chart or its equivalent at a distance selected by that applicant in the range of 30 to 50 cm and the ability to read the N14 chart or its equivalent at a distance of 100 cm. If this requirement is met only using near correction, the applicant may be assessed as fit provided that this near correction is added to the spectacle correction already prescribed in accordance with BCAR – APL 6.5.3 (a)(2); where no such correction is prescribed, a pair of spectacles for near vision correction shall be kept readily available during the exercise of the privileges of the license. When near correction is required, the applicant shall demonstrate that one pair of spectacles is sufficient to meet both distant and near visual requirements.

(i) If near correction is required in accordance with paragraph (e), a second pair of near-correction spectacles shall be kept available for immediate use.

(5) The applicant shall be required to have normal fields of vision.

(6) The applicant shall be required to have normal binocular function.

(i) Reduced stereopsis, abnormal convergence not interfering with near vision, and ocular misalignment where the fusional reserves are sufficient to prevent asthenopia and diplopia need not disqualify the applicant from medical fitness.

BCAR – APL 6.5.4 Hearing requirements

(a) The applicant, if tested on a pure-tone audiometer shall not have a hearing loss, in either ear separately, of more than 35 dB at any of the frequencies 500, 1 000 or 2 000 Hz, or more than 50 dB at 3 000 Hz.

(1) An applicant with a hearing loss greater than that specified in paragraph (a) may be declared fit provided that the applicant has normal hearing performance against a background noise that reproduces or simulates that experienced in a typical air traffic control or remote pilot working environment.

(b) Alternatively, a practical hearing test conducted in an air traffic control environment representative of the one for which the applicant's license and ratings are valid may be used.

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APPENDIX 1 – REQUIREMENTS FOR PROFICIENCY IN LANGUAGES USED FOR RADIOTELEPHONY COMMUNICATIONS

(a) General

(1) To meet the language proficiency requirements contained in Subpart A, Section BCAR – APL 1.3.2, an applicant for a license or a license holder shall demonstrate, in a manner acceptable to the BDCA, compliance with the holistic descriptors and with the ICAO Operational Level (Level 4) of the ICAO Language Proficiency Rating Scale.

(b) Holistic descriptors

(1) The holders of a license shall be considered a proficient speaker if:

(i) communicates effectively in voice-only (telephone or radiotelephone) and in face-to-face situations;
(ii) communicates on common, concrete and work-related topics with accuracy and clarity;
(iii) uses appropriate communicative strategies to exchange messages and to recognize and resolve misunderstandings (such as to check, confirm or clarify information) in a general or work-related context;
(iv) handles successfully and with relative ease the linguistic challenges presented by a complication or unexpected turn of events that occur within the context of a routine work situation or communicative task with which the holder of the license is otherwise familiar; and
(v) uses a dialect or accent which is intelligible to the aeronautical community.

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APPENDIX 2 – APPROVED TRAINING ORGANIZATION (ATO)

(a) The Regulations pertaining to Safety Management Systems including provisions for an approved training organization that is exposed to safety risks related to aircraft operations during the provision of its services.

(1) Issue of approval

(i) The issuance of an approval for a training organization and the continued validity of the approval shall depend upon the training organization being in compliance with the requirements of this Appendix.

(ii) The certificate of approval issued to an operator shall contain, at least, the following:

(A) organization's name and location;
(B) date of issue and period of validity (where appropriate);
(C) terms of approval.

(2) Training and procedures manual

(i) The training organization shall provide to the BDCA a training and procedures manual for the use and guidance of personnel concerned. This training and procedures manual shall be issued in separate parts and shall contain at least the following information:

(A) a general description of the scope of training authorized under the organization's terms of approval;
(B) the content of the training programs offered including the courseware and equipment to be used;
(C) a description of the organization's quality assurance system in accordance with BCAR – APL Appendix 2, section 4;
(D) a description of the organization's facilities;
(E) the name, duties and qualifications of the person responsible for compliance with the requirements of the approval in BCAR – APL Appendix 2, section 6 (i);
(F) a description of the duties and qualifications of the personnel responsible for planning, performing and supervising the training in BCAR – APL Appendix 2, section 6 (ii);
(G) a description of the procedures used to establish and maintain the competence of instructional personnel as required by BCAR – APL Appendix 2, section 7 (iii);
(H) a description of the method used for the completion and retention of the training records required by BCAR – APL Appendix 2, section 7 ;
(I) a description, when applicable, of additional training needed to comply with an operator's procedures and requirements; and
(J) When the BDCA has authorized an approved training organization to conduct the testing required for the issuance of a license or rating in accordance with BCAR – APL Appendix 2, section 9, a description of the selection, role and duties of the authorized personnel, as well as the applicable requirements established by the BDCA.

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(ii) The training organization shall ensure that the training and procedures manual is amended as necessary to keep the information contained therein up to date.

(iii) Copies of amendments to the training and procedures manual shall be furnished promptly to organizations or persons to whom the training and procedures manual has been issued.

(3) Training programs

(i) The BDCA shall approve a training program for a private pilot license, commercial pilot license, an instrument rating or an aircraft maintenance engineer license that allows an alternative means of compliance with the experience requirements established by these BCAR, provided that the approved training organization demonstrates to the satisfaction of the BDCA that the training provides a level of competency at least equivalent to that provided by the minimum experience requirements for personnel not receiving such approved training.

(ii) Where the BDCA approves a training program for a multi-crew pilot license, the approved training organization shall demonstrate to the satisfaction of the BDCA that the training provides a level of competency in multi-crew operations at least equivalent to that demonstrated by the holder of a commercial pilot license, an instrument rating and a type rating for an aeroplane certificated for operation with a minimum crew of at least two pilots.

(4) Quality assurance system

(i) The training organization shall establish a quality assurance system, acceptable to the BDCA, which ensures that training and instructional practices comply with relevant requirements.

(5) Facilities

(i) The facilities and working environment shall be appropriate for the task to be performed and be acceptable by the BDCA.

(ii) The training organization shall have, or have access to, the necessary information, equipment, training devices and material to conduct the courses for which it is approved.

(iii) Synthetic training devices shall be qualified according to requirements established by the BDCA and their use shall be approved by the BDCA to ensure that they are appropriate for the task.

(6) Personnel

(i) The training organization shall nominate a person responsible for ensuring that it is in compliance with the requirements for an approved training organization.

(ii) The training organization shall employ the necessary personnel to plan, perform and supervise the training to be conducted.

(iii) The competence of instructional personnel shall be in accordance with procedures and to a level acceptable to the BDCA.

(iv) The training organization shall ensure that all instructional personnel receive initial and continuation training appropriate to its assigned tasks and responsibilities. The training program established by the training organization shall include training in knowledge and skills related to human performance.

(7) Records

(i) The training organization shall retain detailed student records to show that all requirements of the training program have been met as agreed by the BDCA.

(ii) The training organization shall maintain a system for recording the qualifications and training of instructional and examining staff, where appropriate.

(iii) The records required by BCAR – APL Appendix 2, section 7 (i) shall be kept for a minimum period of two years after completion of the training. The records required by BCAR – APL Appendix 2, section 7 (ii) shall be retained for a minimum period of two years after the instructor or examiner ceases to perform a function for the approved training organization.

(8) Oversight

(i) The BDCA shall maintain an effective oversight program of the approved training organization to ensure continued compliance with the approval requirements.

(9) Evaluation and checking

(i) Where the BDCA has authorized an approved training organization to conduct the testing required for the issuance of a license or rating, the testing shall be conducted by personnel authorized by the BDCA or designated by the training organization in accordance with criteria approved by the BDCA.

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APPENDIX 3 – REQUIREMENTS FOR THE ISSUE OF THE MULTI – CREW PILOT LICENSE – AEROPLANE

(a) Training

(1) In order to meet the requirements of the multi-crew pilot license in the aeroplane category, the applicant shall have completed an approved training program. The training program shall be competency-based and conducted in a multi-crew operational environment.

(2) During the training, the applicant shall have acquired the knowledge, skills and attitudes underpinning the competencies required to perform the duties of a co-pilot of a turbine-powered air transport aeroplane certificated for operation with a minimum crew of at least two pilots, under VFR and IFR, by day and by night flying.

(b) Assessment level

(1) The applicant for the multi-crew pilot license in the aeroplane category shall have achieved the final competency standard of the approved adapted competency model.

(c) Simulated flight

(1) The FSTDs utilized to obtain the experience specified under BCAR – APL Subpart B, Section 2.15.1 (f)(3), shall be approved by the BDCA.

(2) FSTDs suitable for each multi-crew pilot license training phase shall be categorized as follows:

(i) Core flying skills phase. E-training and part tasking devices approved by the BDCA that have the following characteristics:

(A) Involve accessories beyond those normally associated with desktop computers, such as functional replicas of a throttle quadrant, a sidestick controller, or an FMS keypad;
(B) Involve psychomotor activity with appropriate application of force and timing of responses; and
(C) meet, at a minimum, the following qualification:

(1) Type I or type III of ICAO Document 9625.

(ii) Basic phase. An FSTD that represents a generic turbine-powered aeroplane and has the following characteristics:

(A) Is equipped with a daylight visual system; and
(B) meets, at a minimum, the following qualification:

(1) Type IV or Type V of ICAO Document 9625.

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(iii) Intermediate phase. An FSTD that represents a multi-engine turbine-powered aeroplane certificated for a crew of two pilots and has the following characteristics:

(A) Is equipped with an enhanced daylight visual system;
(B) Is equipped with an autopilot; and
(C) meets, at a minimum, the following qualification:

(1) Type VI of ICAO Document 9625.

(iv) Advanced phase. An FSTD that represents a multi-engine turbine-powered aeroplane certificated for operation with a minimum flight crew of two pilots and that has the following characteristics:

(A) Is equipped with an enhanced daylight visual system;
(B) Is equipped with an autopilot; and
(C) meets, at a minimum, the following qualification:

(1) Type VII of ICAO Document 9625.

BCAR – APL Attachment A – ICAO Language Proficiency Rating Scale

ICAO Language Proficiency Rating Scale (Attachment to Annex 1)

Level	Pronunciation Assumes a dialect and/or accent intelligible to the aeronautical community	Structure Relevant grammatical structures and sentence patterns are determined by language functions appropriate to the task	Vocabulary	Fluency	Comprehension	Interaction
Expert 6	Pronunciation, stress, rhythm, and intonation, though possibly influenced by the first language or regional variation, almost never interfere with ease of understanding.	Both basic and complex grammatical structures and sentence patterns are consistently well controlled.	Vocabulary range and accuracy are sufficient to communicate effectively on a wide variety of familiar and unfamiliar topics. Vocabulary is idiomatic, nuanced, and sensitive to register.	Able to speak at length with a natural, effortless flow. Varies speech flow for stylistic effect, e.g. to emphasize a point. Uses appropriate discourse markers and connectors spontaneously.	Comprehension is consistently accurate in nearly all contexts and includes comprehension of linguistic and cultural subtleties.	Interacts with ease in nearly all situations. Is sensitive to verbal and non-verbal cues, and responds to them appropriately.
Extended 5	Pronunciation, stress, rhythm, and intonation, though influenced by the first language or regional variation, rarely interfere with ease of understanding.	Basic grammatical structures and sentence patterns are consistently well controlled. Complex structures are attempted but with errors which sometimes interfere with meaning.	Vocabulary range and accuracy are sufficient to communicate effectively on common, concrete, and work related topics. Paraphrases consistently and successfully. Vocabulary is sometimes idiomatic.	Able to speak at length with relative ease on familiar topics, but may not vary speech flow as a stylistic device. Can make use of appropriate discourse markers or connectors.	Comprehension is accurate on common, concrete, and work related topics and mostly accurate when the speaker is confronted with a linguistic or situational complication or an unexpected turn of events. Is able to comprehend a range of speech varieties (dialect and/or accent) or registers.	Responses are immediate, appropriate, and informative. Manages the speaker/listener relationship effectively.
Operational Level 4	Pronunciation, stress, rhythm, and intonation are influenced by the first language or regional variation but only sometimes interfere with ease of understanding.	Basic grammatical structures and sentence patterns are used creatively and are usually well controlled. Errors may occur, particularly in unusual or unexpected circumstances, but rarely interfere with meaning.	Vocabulary range and accuracy are usually sufficient to communicate effectively on common, concrete, and work related topics. Can often paraphrase successfully when lacking vocabulary in unusual or unexpected circumstances.	Produces stretches of language at an appropriate tempo. There may be occasional loss of fluency on transition from rehearsed or formulaic speech to spontaneous interaction, but this does not prevent effective communication. Can make limited use of discourse markers or connectors. Fillers are not distracting.	Comprehension is mostly accurate on common, concrete, and work related topics when the accent or variety used is sufficiently intelligible for an international community of users. When the speaker is confronted with a linguistic or situational complication or an unexpected turn of events, comprehension may be slower or require clarification strategies.	Responses are usually immediate, appropriate, and informative. Initiates and maintains exchanges even when dealing with an unexpected turn of events. Deals adequately with apparent misunderstandings by checking, confirming, or clarifying.
Pre-operational 3	Pronunciation, stress, rhythm, and intonation are influenced by the first language or regional variation and frequently interfere with ease of understanding.	Basic grammatical structures and sentence patterns associated with predictable situations are not always well controlled. Errors frequently interfere with meaning.	Vocabulary range and accuracy are often sufficient to communicate on common, concrete, or work related topics but range is limited and the word choice often inappropriate. Is often unable to paraphrase successfully when lacking vocabulary.	Produces stretches of language, but phrasing and pausing are often inappropriate. Hesitations or slowness in language processing may prevent effective communication. Fillers are sometimes distracting.	Comprehension is often accurate on common, concrete, and work related topics when the accent or variety used is sufficiently intelligible for an international community of users. May fail to understand a linguistic or situational turn of events.	Responses are sometimes immediate, appropriate, and informative. Can initiate and maintain exchanges with reasonable ease on familiar topics and in predictable situations. Generally inadequate when dealing with an unexpected turn of events.
Elementary 2	Pronunciation, stress, rhythm, and intonation are heavily influenced by the first language or regional variation and usually interfere with ease of understanding.	Shows only limited control of a few simple memorized grammatical structures and sentence patterns.	Limited vocabulary range consisting only of isolated words and memorized phrases.	Can produce very short, isolated, memorized utterances with frequent pausing and a distracting use of fillers to search for expressions and to articulate less familiar words.	Comprehension is limited to isolated, memorized phrases when they are carefully and slowly articulated.	Response time is slow, and often inappropriate. Interaction is limited to simple routine exchanges.
Pre-Elementary 1	Performs at a level below the Elementary level.	Performs at a level below the Elementary level.	Performs at a level below the Elementary level.	Performs at a level below the Elementary level.	Performs at a level below the Elementary level.	Performs at a level below the Elementary level.