**ARTICLE FOUR:** APPROVE, Annex 4 of the resolution amending the Book VI of the Civil Aviation Regulations of Panama and amended by Resolutions No. 002-JD of February 12, 2004 and No. 017 of May 15, 2008, which shall ASI1:

**BOOK VI**
**AVIATION PERSONNEL LICENSING** I

**CHAPTER** I
**GENERAL RULES RELATING TO**
**LICENSING**

**Section One**
**Definitions**

Definitions applicable to this book, are included in Book I Definitions.

**Section Two**
**General Rules and Related Features**
**the Licensing**

**Article 1: Establishing international standards and recommended practices applicable to Books VI, VII and VIII, for the granting of licenses for the following personnel:**

(1) Flight Crew:

1. (1.1) Drivers' Licenses
2. a. Student Pilot
3. b. Restricted License Radioman Aboard
4. c. Private Pilot
5. d. Commercial Pilot
6. e. Pilot Airline Transport
7. f. Flight Instructor
8. g. Theory Instructor
9. h. Ultralight Pilot
10. (2) Flight Crew Pilot than
11. a. Navigator
12. b. Flight engineer
13. c. Cabin Crew.
14. (3) Other staff:
15. a. Technical / Maintenance Aircraft Mechanic.
16. b. Air Traffic Controller
17. c. Flight Operations Officer / Flight Dispatcher.
18. d. Aeronautical Station Operator

1Current amendment approved by the Board Resolution No. 012, February 20, 2009, published in the Official Gazette No. 26383-A Digital Wednesday October 7, 2009.

**Article 2:** Characteristics of Aeronautical Personnel Licensing:

**1. Data**

In the License shall include the following:

|  |  |
| --- | --- |
| I)  | Name of country (in bold).  |
| II)  | License Title (bold too thick).  |
| III)  | Serial Number Licence, in Arabic numerals, established by  |
|  | AAC.  |
| IV)  |   |
|  | were written in other characters.  |
| IVa)  | Date of Birth. |
|  V)  | Holder's address.  |
| VI)  | Holder's nationality.  |
|  VII)  | Signature of the Contractor.  |
| VIII)  | Civil Aviation Authority and, where necessary, conditions  | where  |
|  | is issued.  |
| IX)  | Certification concerning validity and authorization for the holder to exercise  |
|  | the privileges of the license.  |
| X)  | Signature of officer issuing the license and date of grant.  |
| XI)  | Seal or mark of the AAC.  |
| XII)  | Ratings, ie, category, class, type of aircraft,  |
|  | Cell, aerodrome control, etc.  |

 XIII) Remarks, that is, special notes regarding restrictions

or limitations and powers. XIV) Any other details that the CAA considers appropriate.

**2. Material**

White plastic material is used right, which clearly stated the data in this article.

**3. Color**

The color is white.

Licenses issued by the CAA are also noted for the background color in the photo, the colors are:

1. (1) Private Pilot -Brown
2. (2) Commercial Pilot-Light Blue
3. (3) Pilot Airline Transport-Dark Grey
4. (4) Flight Instructor License-N / A
5. (5) Theory Instructor License-N / A
6. (6)-Red Navigator
7. (7) flight engineer-Pardo
8. (8) Technical / Maintenance Aircraft Mechanic-Brown
9. (9) Air Traffic Controller-Yellow
10. (10) Flight Operations Manager-Green Light
11. (11) Aeronautical Station Operator "Two or More orange stripes on white background.
12. (12) Crew Cab-White

**4.Idioma**

It includes English translations of all applicable data in the License and authorizations granted by the CAA, its validity, and any restriction or limitation that is established.

**5. Data available**

The data contained in the License are listed in Roman numerals evenly, and refer to those established by the Standards and Recommended Practices of ICAO.

**Name 6.Cambio**

A request to change the name of the license granted under this book should be accompanied by:

1. Airman a.La current license.
2. b. A copy of marriage certificate, the Civil Registry's decision, the Court and / or relevant court or other document confirming the change document.
3. c. The documents will be returned to the applicant after inspection.

**Section Three Authority to act as a Member of Flight Crew**

**Article 3:** No person shall act as a member of the flight crew of a Panamanian aircraft unless he holds a valid license, according to the specifications of this book and appropriate to the tasks to be performed. The license will have been issued by the CAA or by any other Contracting State and validated by the CAA. It must also be taken aboard the aircraft.

**Article 4:** The holder of a license shall carry it with you always, accompanied by the certificate of medical fitness and aeronautical radiotelephony license validity status during the performance of the aircraft for which function as authorized and obliged to show these documents to the AAC, whenever that may be required.

**Article 5:** The CAA may require the holder of a license or authorization, at any time and where there are good reasons, to re-meet some or all of the requirements for initial issuance of the license or authorization, any degree of that question. Failure to comply with this requirement will result in the suspension of the powers conferred upon it.

**Article 6:** All license and rating may be canceled, suspended, or limited at any time by the FAA if it is found that the holder has ceased to be eligible to exercise the powers conferred that. Also you can change a license by another lower level if it jeopardizes flight safety.

**Article 7:** No person shall, except AAC, making annotations, additions or amendments to the Licensing and try the RACP ratings under penalty of cancellation of the same, without prejudice to the application of appropriate legal action.

**Article 8:** The CAA may, at their request, to issue duplicate licenses and ratings that case, once credited the reason why they are requested and after the procedure to be performed.

**Article 9: The holder of a license with an expiration date may not thereafter exercise the powers granted by this License.**

**Section Four
License Validation Methods**

**Article 10:** On the basis of reciprocity with the other Contracting States any Pilot License issued by them can be validated by the CAA so that it can be used in private aircraft, according to the procedures of the Department of Licensing.

**Article 11:** When the AAC validate a foreign license, issued by another Contracting State, instead of providing their own license, a certificate of recognition by the appropriate authority, which should accompany the foreign license and recognize it as equivalent to he granted. The validity of the authorization may not exceed the term of validity of the foreign license.

1. (1) The CAA may validate, Licenses granted by another state, instead of providing their own license or authorization, provided that the following conditions:
2. a.Que Authorities responsible for licensing and approved by the State concerned, requiring compliance with requirements that must be at least equal to the minimum statutory requirements for granting equal, Licenses.
3. b. That the Applicant demonstrate the validity of the Licence and Enabling and provide sufficient information about your flight experience as a grand total of flight hours and recent flight experience

necessary. If license Tech / Mechanic in aircraft maintenance must be demonstrated recent experience.

1. c. That the applicant pass an examination appropriate psychophysical Licensing and Enabling the question. This psychophysical examination should be performed by a Medical Officer approved by the CAA. For Special Operations Medical Certificates may be confirmed by presenting a certified copy of medical certificate by the Civil Aviation Authority of the country issuing the document.
2. d. That the State which granted the license or permit to be validated, in turn validates the license or equal ratings granted by Panama. Unless the procedure in paragraph (2) of Article 11 of this Paper, the Authority may not validate the licenses or clearances granted by another state for not complying with the requirements of this Section Cuarta.2
3. e.La authenticity of the documents from abroad and submitted to the Office of Aviation Safety of Civil Aviation Authority to be checked for validation as follows: -. Written certification of the aeronautical authorities of the country granting the licenses, clearances and medical certificates addressed to the Civil Aviation Authority, which must be duly authenticated by the diplomatic or consular office in Panama with the place from which the document and in the absence of them, by the diplomatic or consular representative of a friendly nation, or by Apostille. -. This certification must also indicate the pending investigation process followed the applicant for possible violations of the law and regulations of civil aviation in their country of origin. While such research processes are not resolved by the applicant's home country will be suspended by the Civil Aviation Authority any process of validation of license or permit by solicitante3.
4. f. Demonstrate knowledge of the Rules of Civil Aviation of Panama.
5. validation g.Para License Technician / Mechanic Aircraft Maintenance and Operations Manager / Flight Dispatcher shall comply with the requirements of Article 6 and 22 of Book VIII, respectively.

(2) In addition to the requirements of this regulation provides for the recognition of licenses if the license validation is Personnel performing technical crew, the applicant must meet the following evidence to support the need to hire foreign staff of the manera4 following:

2 Variation by Board Resolution No. 25, August 31, 2009, "By which amends Article 11, paragraph 1, subparagraphs d and e, Section Four Chapter I of Book VI of the Civil Aviation Regulations of Panama (RACP) and supersedes Board Resolution No. 16 of 05 June 2009 ", published in Official Gazette No. 26.384-E Digital Thursday October 8, 2009. 3 Ibid footnote No. 2 4Variation by Board Resolution No. 32, November 9, 2009, "By which amends Article 11, paragraph 2, Section Four, Chapter I of Book VI of Aviation Regulation

a) Perform three (3) publications in a national newspaper on different days which shall contain the name of the company and / or operator, phone number, fax number, email, address and / or physical address of it. These publications will be valid no more than four (4) months as from the last publication shall wait fifteen (15) days to submit an application to the Civil Aviation Authority in order to give opportunity to the national aviation personnel who want apply to the jobs offered in the publications referred to in this literal.5

b) In addition to the provisions of paragraph (a) of this section, these publications should contain specific requirements of knowledge and competence required from technical crew along with the type of license, the same degree and qualifications required. The publication must have a minimum size of five (5) inches by three (3) inches and the text thereof shall be submitted to the Aviation Safety Division for verification prior to their publicación.6

c) If there is at least one national aviation personnel person who satisfies the requirements of subparagraph (b) of this paragraph shall entitle the Civil Aviation Authority staff validate or foreign aircraft, after being subjected to evaluation (written exams and tests flight) made by this entidad.7

d) Make a notarized affidavit from the legal representative, manager or person in charge of the section interested in hiring staff to exercise technical crew of the foreign aviation companies and / or owner applicant, certifying that the date of the application before Civil Aviation Authority was not presented airmen national concerned, or that it did not meet the requirements, with respective lift, the (s) place (s) of work offered in the publications mentioned in this numeral.8

e) During the validation of foreign staff leave the company and / or operator applicant shall comply with the provisions of the Labour Code and the Immigration Law of the Republic of Panama. Such recognition shall be issued to one (1) year, which may be extended for additional periods added to the above shall not exceed the maximum term of (5) years.9

(3) Recognition document must be accompanied with a note to the Applicant, issued by the Authority for the granting of such recognition it is clearly established that you can not work in Panama if you do not get proper work permits for foreigners.

Civil Panama (RACP) and revokes the Board Resolution No. 26 dated 31 August 2009 ", published in Official Gazette No.26410 Digital Thursday 19 November 2009.5 Ibid, footnote No. 4 6Ibid, footnote No. 4 7Ibid, footnote No. 4 8Ibid, footnote No. 4 9Ibid, footnote No. 4

1. (4) The AAC may validate or temporary recognition of licenses and / or clearances granted by another State and based on them, give their own personal Licence and Enabling a foreigner, provided that such person performing functions:
2. a.Técnico / Aircraft Maintenance Mechanic
3. b.Despachadores Flight / Flight Operations Manager
4. c. Commercial Pilot or Airline Transport, Mechanical, A

Trip / Flight Engineer. In the latter case the foreign personnel perform technical functions such as flight crew must be authorized through a Resolution. This authorization will be temporary. (Article 45, Law 21/2003)

1. (5) The validity of the validation of licenses and ratings are subject to the provisions of this Regulation in respect of, Licenses Panamanian Air Staff.
2. (6) When the CAA to grant or validate any of the Personnel Licensing aircraft of another State, who is attending an Educational Establishment Aeronautical certified according to the Book XXI of the RACP, the licensee shall comply with the requirements of labor legislation and Panamanian migration.
3. (7) The CAA may recognize, Licenses granted by another State to Panamanian citizens and build on them give them their own license and rating, if the applicant checks clear to the instruction and practice to fully fill the requirements of these Regulations for the license or authorization concerned.

**Section Five, Licenses Validation of Foreign and Military**

**Article 12:** On the basis of a foreign pilot license may be granted FAA Licenses for Private Pilot:

1. (1) A person who holds a current license issued by another Contracting State may request and be granted an Private Pilot License with the appropriate, unless otherwise permitted in paragraph 6 of this article, without showing anything beyond their competence , if it is:
2. a.No is under order of revocation or suspension by the country that issued pilot license.
3. b.Posea a license that does not contain any endorsement stating that the Applicant has not met all the standards of ICAO for that license.
4. c.No holds a current license issued by the Authority.
5. d.Posea a current medical certificate issued through the Ninth Book of RACP or a current medical certificate issued by the country that issued pilot license.
6. e.Ser able to read, speak, write and understand Spanish and / or English.
7. (2) Aircraft granting clearances. The Authority may enter on the pilot license to be granted the aircraft clearances are within the Foreign Pilot License.
8. (3) Granting Instrument Ratings. The Authority may grant an instrument rating pilot license to a person who holds an instrument rating issued by another Contracting State that provides:
9. a. Within 24 calendar months preceding the month in which the person applies for the Instrument Rating, the applicant passes the appropriate knowledge test.
10. b. The Applicant is fit to read, speak, write and understand Spanish and / or English.
11. (4) Limitations and operational powers. The person who receives a pilot's license under the provisions of this section.
12. a. May act as pilot of a civil aircraft of the Republic of Panama in accordance with the powers authorized by the Pilot Book.
13. b. Shall be limited to the powers embedded in the license by the CAA.
14. c. Shall be subject to the limitations and restrictions on licensed by the FAA and Foreign Pilot License when exercising the powers of this License in an aircraft registered in Panama.
15. d. Shall not exercise the privileges of pilot license granted by the CAA when Foreign Pilot License is revoked or suspended.
16. (5) Arrangements for the granting of a license based on a foreign license.
17. a. An applicant may use a single Foreign Pilot License as a basis for obtaining a pilot license issued by the CAA.
18. b. The applicant for leave under this Article shall provide a Foreign Pilot License and medical certificate in English or accompanied by a transcript of the English language that has been signed by an officer or agent of the aviation authority that issued the license foreign.
19. AAC c.La will based on the pilot license granted under this Article, the number of foreign pilots license and country of issuance.
20. (6) The CAA may grant different licenses to private or other clearances or both based on an arrangement with another authority.

**Section Six**
**Military pilots or former military pilot**

**Article 13:** Except for a qualified military pilot or former military pilot who has been removed from flight status for lack of jurisdiction or because they took disciplinary action involving aircraft operations, a qualified military pilot or former military pilot who meets the requirements Manual of Procedure of the Department PEL, may be applied based on their military training:

1. (1) Commercial Pilot's License.
2. (2) An Enabling aircraft category and class for which the military pilot is qualified.
3. (3) An instrument rating with the Qualification of aircraft for which the military pilot is qualified.
4. (4) A type rating, as appropriate.

**Seventh Section**
**Duties of licensee**

**Article 14:** The CAA does not allow the licensee to exercise powers other than those granted by this License.

**Section Eight**
**Medical fitness**

**Article 15:** The license applicant shall have, where appropriate, a medical certificate issued in accordance with the provisions of Book IX of this Regulation.

**Article 16:** The period of validity of medical fitness assessment beginning on the date in which to conduct the medical examination and find the delivery of documentation in the Aviation Medicine Unit getting the seal of the medical certificate. Its duration shall be as provided for in the Ninth Section of Chapter I of this Book.

**Article 17:** Except as provided in Article 31 of this Book, any Airman who shall perform the duties required of their license unless they possess the appropriate valid medical certificate to the License.

**Article 18:** FAA Medical Examiners delegate, competent and authorized to practice medicine, in order to carry out medical examinations to enable them to assess the medical fitness of applicants for issue or renewal of licenses or ratings described in this paper.

**Article 19:** The Medical Examiner delegates require training in aviation medicine according to the programs established by ICAO - approved by the CAA, will also receive refresher training every four years according to the provisions for eligibility in this regulation. Before examining physicians delegates will demonstrate appropriate competence in aviation medicine.

**Article 20:** The Medical Examiner Delegates will gain practical knowledge and experience regarding the conditions under which holders of licenses and qualifications to perform their functions as established in the familiarization program established by the FAA in the Procedural Manual of Aviation Medicine.

**Article 21: Applicants for licenses or ratings for which adequate medical fitness prescribed for the medical certificate, signed and submitted to the Medical Officer a statement indicating whether they have previously had a similar recognition and if so the date the place and the outcome of last survey. Applicants will be known to the examining physician if they were previously denied, revoked or suspended a medical evaluation and, if so indicate the reason for refusal.**

**Article 22:** Any false statement made to a Medical Officer by the Applicant for a license or rating, it shall inform the CAA or the Licensing Authority of the State which issued to take the measures deemed appropriate.

**Article 23:** Once the medical examination of the Applicant, in accordance with the Book IX of this Regulation, the Medical Officer will assess the results of medical examination for submitting the signed report to the CAA, satisfying the requirements, detailing the survey results and evaluating conclusions about medical fitness.

**Article 24: If the medical examination performed by a group consisting of Medical Officers, the CAA will appoint the Head of the Class who has charge of coordinating the results of recognition and sign the medical report.**

**Article 25:** When necessary to evaluate the reports submitted by doctors Delegates AAC, it will use the services of experienced physicians in the performance of aviation medicine.

**Article 26:** In the event that the applicant does not meet medical standards prescribed in the Book IX respect to any particular license, do not issue or renew the medical certificate, unless the following conditions are met:

1. (1) The accredited medical conclusion indicates that in special circumstances the lack of compliance by the applicant of any requirement, whether numerical or otherwise, is such that it is unlikely that the exercise of the powers of the license applied for jeopardize flight safety.
2. (2) The duly taken into account professional qualifications, expertise and experience of applicant and operating conditions.
3. (3) the license is recorded in any limitation or limitations when the safe performance of the functions of the licensee upon compliance with such limitation or limitations.

**Section Nine**
**Validity of Permits**

**Article 27:** The CAA will ensure that there is no exercise of the powers granted by the Licenses, Authorizations and / or certification, unless the holder maintains competency through reviews and inspections of flight for pilots and meet the requirements to set recent experience for all aviation personnel.

**Article 28:** The AAC for the purpose that other Contracting States and AAC and foreign inspectors to verify the validity of the Licence provides that all holders of Aeronautical Licenses must always show them is required, its logbook or logbook training duly certified by an authorized person, and other documentation used to verify the validity of the license and ratings or the exercise of its powers, for example: Record of training or proficiency checks of an operator in simulators or training device flight simulation approved by the CAA.

**Article 29:** In addition to the provisions of Article 30 of this Book, a report of medical fitness obtained in accordance with Articles 21 and 23 of this book at intervals not to exceed the provisions of Article 4 of Book IX of this regulation.

**Article 30:** All owners must complete proficiency checks every (24) months unless the type of operation, whether commercial or passenger or freight apply a more stringent requirement set out in Parts I and III of Book XIV of these regulations .

**Article 31:** Circumstances in which medical examination may be deferred. The new medical examination required for the holder of a license to act in a remote region of central medical delegate, may be deferred at the discretion of the CAA, provided that the deferral is only granted on an exceptional basis and does not exceed:

1. (1) A single period of six months if it is a member of the flight crew of an aircraft engaged in non-commercial operations.
2. (2) Two consecutive periods of three months each, if it is a member of the flight crew of an aircraft engaged in commercial operations, provided that in each case, obtain a favorable medical report after being recognized by a Medical Officer of

region concerned or in case you do not have such a Medical Officer, by a doctor legally authorized to practice in the area concerned. The medical examination report will be sent to the CAA of the place where the license was issued.

**Tenth Section**
**Flight Reviews**

**Article 32:** A flight review consists of at least one hour of flight training and one hour of ground training and the same shall include:

1. (1) A review of the General Operating Rules delLibro X of this regulation.
2. (2) A review of those maneuvers and procedures at the discretion of the person conducting the review are necessary to the pilot to demonstrate the safe exercise of the powers conferred pilot license.

**Article 33:** Glider pilots may substitute a minimum of three training flights in gliders, each containing a flight to the traffic pattern altitude instead of a flight training time required in Article 28 of this Book.

**Article 34:** Except as the provisions of Articles 31 and 33 of this Book, no person shall act as pilot in command of an aircraft unless that since the beginning of the period (24) twenty-four calendar months preceding the month in which he served Pilot as pilot in command holds:

1. (1) A flight review given in an aircraft which is enabled by an authorized instructor.
2. (2) Certified in the logbook from the authorized instructor who gave the review certifying that the person has successfully completed it.

**Article 35:** The person who within the period specified in Article 30 of this Book, approved a proficiency check conducted by a Deputy Inspector need not comply with the flight review.

**Article 36:** The person who holds a current flight instructor within the period specified in Article 30 of this Book, successfully meets its license renewed flight instructor under the provisions of relevant articles, no need to meet the training time land specified in Article 28 of this Book.

**Article 37:** A student pilot need not meet the flight review required by this section providing that the student is under training for the license and has a current certification for solo flight.

**Article 38:** The requirements of this section shall be completed in conjunction with the recent experience requirements at the discretion of the authorized instructor conducting the flight review.

1. (1) A flight simulator or training device for flight simulation can be used to meet the requirements of this section provided that the following conditions:
2. a. The device simulator or flight simulation training should be used in accordance with an approved course of a Training Center certified through this regulation.
3. b. Unless the flight review is taken in a simulator that is approved for landings, the applicant must meet the requirements for takeoff and landing recency.
4. c. The simulator or training device used must represent simulaciónde flying an aircraft or aircraft group for which the pilot is enabled.

**Section Eleven**
**Recent experience in flight pilots in command**

**Article 39:** *General Experience:* No person shall act as pilot in command of an aircraft carrying passengers or aircraft certified for more than one member of the flight crew unless that person has made at least three takeoffs and three landings within 90 days before and :

1. (1) A person acting as the sole manipulator of the controls.
2. (2) The takeoffs and landings required to be performed on an aircraft of the same category, class and type (if applicable type rating) and if the aircraft is in line train, takeoffs and landings will be to full stop .

**Article 40: For purposes of compliance with the requirements of Article 35 of this Book, a person may act as pilot in command of an aircraft under VFR**

or IFR days provided they do not persons or property on board the aircraft other than as necessary to make the flight.

**Article 41: The takeoffs and landings required by this section may be completed in a simulator or training device for flight simulation are:**

1. (1) Approved by the CAA.
2. (2) Be used in accordance with an approved course for a Training Center certified by the regulation.

**Article 42:** *Experience night takeoffs and landings:* No person shall act as pilot in command of an aircraft carrying passengers during the period beginning one hour after sunset and one hour before sunrise, unless within 90 days before that person has made three takeoffs and three landings to a full stop during the period described above.

1. (1) Such person acting as the sole manipulator of the controls.
2. (2) The takeoffs and landings were performed in an aircraft of the same category, class and type (if the case of a type rating.)

**Article 43: The takeoffs and landings required in Article 38 of this book may be completed in a flight simulator that:**

1. (1) Approved by the CAA for takeoffs and landings when the visual system is adjusted to represent the period described in Article 38 of this Book.
2. (2) Be used in accordance with an approved course conducted by a Training Center certified through this regulation.

**Article 44:** *Experience by Instrument: No person shall act as pilot in command under IFR or weather conditions below the minimums prescribed for VFR, unless within 6 calendar months preceding such person has:*

1. (1) performed and recorded under real conditions or instruments for the purpose of obtaining instrument experience for both flight in the appropriate category of aircraft for applying the powers of instrument or device simulator or flight simulation training, which is representative of the category of aircraft for allocations requested instrument.
2. a. At least six instrument approach
3. b. Hold Procedures
4. c. Intercepting and tracking courses through the use of navigation systems.
5. (2) For the purposes instrument to gain experience in gliders performed and recorded under actual or simulated instrument:
6. a. At least 3 hours of instrument flight time or 1 ½ hours may be acquired in a plane or glider if you do not need to carry passengers.
7. b. 3 hours of instrument flight time in gliders carry passengers if necessary.

**Article 45:** *Instrument Verification Competition: A person who does not qualify as an instrument of the previous Article of this section within the prescribed time or within six calendar months after the prescribed time, may not serve as pilot in command under IFR or minor conditions the minimums prescribed for VFR until that person passes the instrument proficiency check consisting of a representative number of tasks required for the practical test for the Instrument Rating.*

1. (1) The instrument proficiency check must be:
2. a. In the aircraft that is appropriate to the category
3. b. For the different planners in simulators or synthetic flight trainers who are representative of the aircraft category
4. c. For single-engine airplane or glider to glider.
	1. (2) The instrument proficiency check may be carried out by:
	2. a. A Deputy Inspector General Aviation
	3. b. A Deputy Inspector Airline Transportation authorized to conduct instrument flight tests under the Book XIV of these regulations.
	4. c. An authorized flight instructor
	5. d. A person approved by the FAA to conduct practical tests for the instrument.

**Twelfth Section Decreased medical fitness**

**Article 46:** License holders under this Paper will carry out the duties that these and related clearances accorded by becoming aware of any decrease in their medical fitness which might stop them working properly and safely such powers.

**Article 47:** The holder of a license or rating, no longer exercising the powers which it confers on becoming aware of any medical fitness decline due to illness, injury, alcohol or drugs, fatigue, flight or other conditions that may block safely exercise the powers conferred by its license.

**Article 48:** In the cases mentioned in the preceding Article, the holder of a license request to the FAA, a medical examination for reassessment under the conditions laid down in Article 6 of Paper IX Numeral (2) b of this regulation. Where possible, the CAA will ensure that the licensee does not exercise the powers that it and its associated ratings give, during any period in which, for any cause, medical fitness has declined to such an extent that in such conditions, he had not been issued or renewed medical evaluation.

**Thirteenth Section**
**Psychoactive Substance Use**

**Article 49:** The holder of a license provided for in this book will not exercise the powers that his license and give related ratings while under the influence of any psychoactive substance that could prevent him from exercising those powers safely and appropriately.

(OACI/A1/C1/1.2.7.1)

**Article 50: The holder of a license under this Book shall refrain from any abuse of psychoactive substances and any other misuse of them.**

**Article 51:** The CAA will ensure that all licensees to make any kind of problematic use of certain substances are identified and removed from their safety-critical functions. May be considered for reinstatement to the performance of critical functions after successful treatment or in cases where no treatment is required after the cessation of the abuse of certain substances and determined that if the person continues to play such functions is unlikely to jeopardize security. The CAA may conduct medical examinations to determine the use of psychoactive substances, the cost of examinations must be paid by the licensee to the CAA.

**CHAPTER II**
**General Test and Training Required**

**Section One**
**General Procedures for Testing**

**Article 52: The tests described by this Book VI shall be managed by the Directorate of Aviation Safety at the time, place and staff that the FAA established. For knowledge tests established the following requirements and qualifications for adoption:**

1. (1) An applicant for a written test must have:
2. a. Receive certification in their logbook by an authorized instructor certifying that the applicant has completed the ground training required by the Book VI for the license or rating sought and is prepared for the knowledge test.
3. b. The proper identification at the time of application that contains:
4. (I) Photography
5. (Ii) Signature

(Iii) date of birth, showing that the applicant meets or meet the age requirements of this Book for License requested before the expiration date of the written examination report.

1. (Iv) residence and mailing address.
2. (2) The FAA specified in the Manual of Procedures, the score needed to pass the knowledge test.

**Section SegundaRequisitos Practical Test**

**Article 53: To be eligible for a practical test, the applicant must meet all applicable requirements for the license or rating sought. If the applicant does not complete everything that involves a practical test for a license or rating on a single date, it must complete all tasks remaining Areas of Operation in a period not exceeding 60 calendar days.**

**Section Three
Recognized Training**

**Article 54: The approved training will provide a degree of competition that is at least equal to the provisions regarding minimum experience required by staff who do not receive such instruction recognized.**

1. (1) Examinations and written tests for all aviation personnel. Requirement for written test or examination:
2. a.The tests or written tests will be performed at set dates, places and persons appointed or designated by the FAA and the Applicant shall:

i Submit two (2) personal identification with photo (Certificate, Drivers License, Social Security Card, Passport). ii Show that has successfully completed a theory course approved by the CAA for the license or authorization required. iii The minimum to pass will be established in the Manual and UEX PEL. iv written examinations or tests shall be valid for twelve (12) months.

v To provide evidence of flight as necessary to have passed theory test within twelve (12) months preceding the test date.

b.Para the granting or issuance of licenses or clearances to all covered Airman Books VI, VII and VIII, the CAA will require the appropriate written test or examination to verify the required aeronautical knowledge.

1. (2) Requirement for Flight Test:
2. a. For the granting of Licenses for pilots and other members of the flight crew, the CAA will require the approval of the relevant flight tests.
3. b.Debe have passed the written test question.
4. c. Having received the instructions and have the aeronautical experience.
5. d.Tener a medical certificate appropriate to the license or rating you want to have.
6. unauthorized e.Conductas: If the FAA determines that a person has committed a prohibited act when writing this review, these people are not eligible to opt for a license or taking any further examination, for a period of one year after the date that has committed the foul.
7. f. By refusing to submit to periodic and unannounced to determine the use or consumption of drugs, alcohol, alkaloids, narcotics or other, as set by the CAA, will take this as grounds for suspension or revocation of any license or rating.
8. (3) Requirements for the second written test or flight. To submit written evidence or flight after failing the first test, the Applicant must:
9. a.Esperar thirty (30) days after the date of the first test.
10. b. In case of failed its first test, the applicant may submit to the test before thirty (30) days, if you count with a written statement of his teacher, showing that he has given instruction again .
11. c. If the test is failed a second time, the Applicant will wait a period of thirty (30) days to submit the test a third time.
12. d.Si the test is failed for the third time, the Applicant will wait a period of twelve (12) months to submit the test for the fourth time.

**Section Four
Language Used**

**Article 54 A: For the purposes of this Standard Aviation, should be understood by the phrase *language used, is normally used for radiotelephony communications to the ground station or English.***

**Section Five
Language proficiency**

**Article 54 B:** The airplane and helicopter pilots and navigators required to use radio telephone aboard an aircraft shall demonstrate that they have the ability to speak and understand the language used in radio communications directly.

**Article 54 C:** Air traffic controllers and aeronautical station operators shall demonstrate that they have the ability to speak and understand the language used in radiotelephony communications.

**Article 54 D:** The flight engineers, pilots of gliders and free balloons must have the ability to speak and understand the language used in radiotelephony communications.

**Article 54 E:** As of March 5, 2008, pilots of aircraft and helicopters, air traffic controllers and aeronautical station operators shall demonstrate the ability to speak and understand the language used in radiotelephony communications to the level specified in the requirements for language proficiency, as contained in the Appendix to this Paper.

**Article 54 F:** The airplane and helicopter pilots, navigators required to use the radio telephone aboard an aircraft, air traffic controllers and aeronautical station operators shall demonstrate that they have the ability to speak and understand the language used in radiotelephony communications the level specified in the requirements for language skills, listed in the Appendix to this Paper.

**Article 54 G:** As of March 5, 2008, the language proficiency of the pilots of aircraft and helicopters, air traffic controllers and aeronautical station operators who demonstrate proficiency below the Expert Level (Level 6) is formally evaluated at intervals as the demonstrated level of individual proficiency.

**Article 54 H:** The language proficiency of aircraft and helicopter pilots, navigators required to use the radio telephone aboard an aircraft, air traffic controllers and aeronautical station operators who demonstrate proficiency below the Expert Level (Level 6) should be evaluated official mind at intervals according to demonstrated level of individual proficiency, as follows:

a) those who demonstrate a proficiency for Operational Level (Level 4) should be evaluated at least every three years and

b) those who demonstrate an advanced level language proficiency (Level 5) should undergo evaluation every six years.

**CHAPTER III**
**LICENCES AND RATINGS FOR PILOTS**

**Section One**
**General Rules Relating to Licensing**
**and Qualifications for Pilots**

**Article 55:** General specifications related to licensing. No act as pilot in command or as co-pilot of an aircraft belonging to any of the following categories, unless he holds a pilot's license issued pursuant to the provisions of this chapter:

1. (1) Aircraft
2. (2) rotorcraft
3. (3) Glider
4. (4) Aerostat
5. (5) Vertical takeoff aircraft

**Article 56:** The category of the aircraft will be included in the title of this License, however at the discretion of the CAA may be scored in this category as Enable. If the holder of a pilot's license Enabling seeking an additional category of aircraft, the CAA will:

1. (1) Issue the holder an additional license for that category Pilot aircraft.
2. (2) Note in the original license Enabling the new category, subject to the conditions prescribed in Section II, Article 59 of this Book.

**Article 57: Before the applicant is issued a pilot license or rating, shall comply with the requirements regarding age, knowledge, experience, flight training, expertise and provided medical fitness for the license or authorization in the format set the AAC.**

**Article 58:** The applicant for a pilot license or rating shall demonstrate, in a manner determined by the CAA, which meets the requirements of knowledge and skill set for that license or rating.

**Section SegundaHabilitaciones Category**

**Article 59: The ratings of aircraft category listed in Article 55 of this book, you can when warranted, be recorded as additional Category Enabling it will not happen if the category is included in the title of the license.**

**Article 60:** Category Any additional rating recorded in a pilot's license showing the level of the privileges of the license is granted to their category.

**Article 61:** The holder of a pilot's license who wishes to obtain additional clearances category must meet the requirements of this Book pertaining to the functions for which you want to obtain their category.

**Section Three**
**Ratings Class and Type**

**Article 62:** Class ratings will be established for aircraft certified for single pilot operations and include:

1. (1) Single-engine Land.
2. (2) Seaplanes single engine.
3. (3) multi-Terrestrial.
4. (4) multi Seaplanes.

Class ratings will be established for rotorcraft certified for single pilot operations and include:

1. (1) Helicopters
2. (2) rotorcraft

Class ratings will be established to Aerostats certified for single pilot operations and include:

1. (1) direct
2. (2) Free Balloons

**Article 63: The FAA Type Ratings established for all helicopters, including those certified for single pilot operations and maneuverability, performance and other characteristics comparable.**

**Article 64: The following requirements shall be established concerning the ratings of type**

1. (1) To act as pilot in command of any of the following aircraft, a pilot must have a type rating for that aircraft:
2. a. Large aircraft (except Aerostats)
3. b. Turbojet or turbofan aircraft
4. c. Other aircraft specified by the CAA through the type certification process of aircraft that meet the requirements of 14 CFR and JAR as articulated in Article 5 of Book II of this Regulation.
5. d. Each type of aircraft certified to fly with a minimum crew of at least two pilots.
6. e. Each type of helicopter certified to fly single pilot, was issued unless a class rating under Article 63 of this Book.
7. f. Any type of aircraft if deemed necessary by the CAA.
8. (2) Except as is specified in paragraph (1) paragraph (b) a pilot to request an aircraft type rating to be added in his pilot's license or the addition of the aircraft type rating to be completed simultaneously with the Enabling Level and Additional Class:
9. a. Must possess or obtain effective way an instrument rating that is appropriate to their category, class and type of aircraft requested.
10. b. You must have an entry in the logbook or training record from an authorized instructor that the applicant has been found competent in the following areas appropriate pilot license for their category, class and type requested.
11. (I) Aeronautical Knowledge Area
12. (Ii) Operating Areas
13. d.Deberá pass the practical test applicable to pilot license for their category, class and type of aircraft requested.
14. e.Excepto as provided in paragraphs (5) and (6) of this article, you must perform the practical test under instrument flight rules (IFR)
15. f.No need to take an additional knowledge test, provided that the applicant has in his pilot's license, clearance of aircraft, gyro-plane, supported by air power or dirigible.
16. g.En the case of a pilot employed by a certified operator must have:
17. (I) Appropriate requirements of paragraph (2) paragraphs (a), (d) and (e) of this section for aircraft type rating that request.
18. (Ii) An entry in his log flight training operator certifying that the applicant has completed the training program on land and in flight operator, appropriate to the aircraft type rating sought.
19. (3) An applicant for a type rating who provides an aircraft not equipped with instruments of maneuvers and procedures required by the requirements contained in Articles 73, 74, 75 and 76 of this Book, for the practical test may:
20. a.Obtener a type rating limited to "VFR only."
21. b.Quitar the limitation "VFR Only" for each aircraft type in which the applicant demonstrates compliance with the appropriate requirements of this policy instrument.
22. (4) The FAA may grant an applicant for a license type rating with limited to "VFR only" for each type of aircraft is not equipped by the Applicant to demonstrate competence in instruments.
23. (5) An applicant for a type rating in a multiengine airplane with a single cockpit, must meet the requirements of paragraph (2) in a multi-station version of the plane mulitmotor.
24. (6) An applicant for a type rating in a single-engine plane with a cockpit can only meet the requirements of paragraph (2) in a multi-station version of the single-engine plane.
25. (7) Unless the FAA requires you to perform all or some of the tasks, the Inspector conducting the practical test could not apply any of the tasks for which the FAA authority to approve the exception.

**Article 65:** When an applicant to demonstrate his expertise and knowledge for the initial issuance of a pilot's license, she will enroll in the class and the ratings for the class or type of aircraft used in the demonstration.

**Section Four**
**Circumstances that require**
**Ratings Class and Type**

**Article 66:** The CAA issued when a pilot's license will not allow the holder to act as pilot in command or as co-pilot of a plane or helicopter unless such holder has received one of the following authorities:

1. (1) The relevant class ratings, as provided in Article 62 of this Book.
2. (2) A type rating, as required under the provisions of Article 65 of this Book.

**Article 67: When issuing a Type Rating to limit the powers to co-pilot, the record Enabling such limitation.**

**Article 68:** 66 of this Book. The validity of this authorization shall be limited to the time required for the flight in question.

**Section Five
Requirements for issuing clearances and Type Class**

**Article 69: Enabling Class. Applicant must have demonstrated the level of expertise appropriate to the license, on an aircraft of the class for which you want the Permit.**

**Article 70:** Type Rating as stipulated in Article 64 paragraph (7) paragraph (a) of this book.

Applicant:

1. (1) There will be gained, under appropriate supervision, experience in the type of aircraft involved and / or Flight Simulator, in the following aspects:
2. a.The normal procedures and flight maneuvers during all stages.
3. bA procedures and abnormal and emergency maneuvers related to failures and malfunctions of equipment, such as the motor, other aircraft systems and the cell.
4. c.Si applicable, instrument flight procedures, including instrument approach procedures, missed approach and landing in normal, abnormal and emergency and simulated engine failure.
5. d.Los procedures related to incapacitation and crew coordination including allocation of pilot tasks, crew cooperation and use the checklist.
6. (2) Have demonstrated the skills and knowledge required for the safe use of the aircraft type in question, relating to the duties of pilot in command or co-pilot, as appropriate.
7. (3) Have demonstrated, the level of Pilot License Airline Transport, the degree of knowledge as determined by the AAC, in accordance with the requirements specified in Article 149 of this book.

**Article 71:** *Type Rating as stipulated in Article 64, paragraph (7) paragraphs (b) and (c) of this book:* The Applicant shall have demonstrated expertise and knowledge necessary for safe operation of the aircraft type concerned, the conditions for granting the license and the duties of pilot of the Applicant.

**Section Six**
**Using a training device**
**flight simulation for the acquisition**
**demonstrated experience and expertise**

**Article 72:** The use of a training device for flight simulation for the execution of the maneuvers required during the demonstration of the skill, for the purposes of the issuance of a license or authorization will be approved or accepted by the CAA, which will ensure Device flight simulation training used is suitable for this purpose.

**Seventh Section**
**General Requirements for Instrument Rating**

**Article 73:** The applicant for the Enabling Instrument Flight will:

1. (1) Possess a pilot license with their category and class for instrument rating sought.
2. (2) Receive certification in their logbook or training record from an authorized instructor certifying that the person is prepared for the required practical test.
3. (3) Pass the written test required in the aeronautical knowledge areas, unless the applicant holds the Instrument Rating in another category.
4. (4) Pass the required practical test in the areas of operation:
5. (I) The category, class and type of aircraft appropriate to the rating sought.
6. (Ii) A simulator device or flight simulation training appropriate to the rating sought and approved for the specific maneuver and procedure to be performed.

**Article 74:** *Aeronautical Knowledge:* The Applicant for instrument rating must receive and log into your logbook training ground coming from an authorized instructor on the aeronautical knowledge areas that apply to the Enabling Instrument.

**Article 75:** *Flight Competition: An applicant for instrument rating must receive and log into your training logbook that comes from an authorized instructor in an aircraft or an approved simulator or simulation training device approved flight in accordance with Article 76 of this Book.*

**Article 76:** *Use of Simulators and Synthetic Flight Trainers adopted:*

If the instrument training was provided by a licensed instructor in a simulator or simulation training device approved flight, the Applicant shall carry out:

1. (1) A maximum of 30 hours at the simulator or training device for flight simulation, if the training was completed in accordance with a training program approved by the Book XXI of the RACP.
2. (2) A maximum of 20 hours in that device simulator or flight simulation training if the training was not completed in accordance with a training program approved by the Book XXI of the RACP.

**Section Eight**
**Circumstances in which required**
**Enabling Instrument Flight**

**Article 77:** The CAA issued when a pilot's license will not allow the holder to act as pilot in command or as co-pilot of an aircraft according to instrument flight rules (IFR) unless it has received proper authorization from the CAA . The authorization shall include an Enabling Instrument Flight corresponds to the category of aircraft.

**Section Nine**
**Circumstances in which required**
**Authorization to Provide Flight Instruction**

**Article 78:** The CAA issued when a pilot's license holder will not allow flight training imparted required to issue a Private Pilot License Airplane or Helicopter, Commercial Pilot Airplane and Helicopter Instrument Flight Enabling Airplane or Helicopter Enabling or appropriate flight instructor for airplanes and helicopters, unless such holder has received authorization from the AAC. The authorization must include:

1. (1) A flight instructor license with their respective Enabling.
2. (2) Authorization to act as instructor of an educational establishment approved by the Book Air XXI RACP to provide flight instruction.
3. (3) A specific authorization granted by the CAA.

**Article 79:** No Pilot License holder may give flight instruction required for issuing a license or authorization not specified in Article 78 of this Book, unless such holder has received authorization from the AAC.

**Recognition Section Tenth Flight Time**

**Article 80:** The student pilot or holder of a pilot's license is entitled to be credited in full, on account of total flight time required to issue an initial pilot license or to issue a pilot license higher grade, all the time flight to be completed only in dual instruction as pilot in command.

**Article 81: If the holder of a pilot's license act Copilot Copilot aircraft required, shall be entitled to be credited to the account of the total flight time required for a pilot license higher grade than the 50% of the time has flown as copilot.**

**Article 82:** If the holder of a pilot's license Copilot act to discharge the functions and duties of pilot in command under the supervision of the pilot in command shall be entitled to be credited in full flight this time, on account of total flight time License required for a higher-level pilot.

**Section Eleven**
**Book Flight**

**Article 83:** *Time of Flight and Aviation Experience:*

1. (1) Each person must document and record the next time so as stipulated in the Manual of Examining Unit of the Department PEL.
2. a.Entrenamiento and aeronautical experience used to qualify for a license, rating, or flight check.
3. b.La aeronautical experience required to meet the requirements for recent flight experience.

**Article 84:** *Entries in the Book of Flight: In order to comply with the requirements of Section A of this Chapter, each person must record the following information for each flight or lesson.*

1. (1) Generality
2. a. Date
3. b. Total flight time or instruction time.
4. c. Departure and arrival of aircraft and simulator training lessons or training device for flight simulation, where instruction was given.
5. d. Nature and identification of the aircraft, simulator, training device for flight simulation.
6. e. The name of the Pilot Safety, if required by Article 55 paragraph
7. (3) of Book X of the RACP.

**Article 85:** *Pilot kind of experience or training:*

1. (1) Solo
2. (2) Pilot in command
3. (3) Co-pilot
4. (4) Flight and ground training, received by an authorized instructor.
5. (5) Received training device simulator or flight simulation training by a licensed instructor.

**Article 86:** *Pilot Registration Time:* Pilot time described in this chapter may be used:

1. (1) Request for a license or authorization provided for in Book VI and VII of the RACP.
2. (2) Meet the requirements for recent flight experience.

**Article 87:** *Registration Solo Flight Time:* Except for a student pilot who performs the tasks of pilot in command of an airship requiring more than one member of the crew, the pilot may log as solo time, only the time in which the pilot is the sole occupant of the aircraft .

**Article 88:** Record flight time as pilot in command.

1. (1) A private or commercial pilot may log the flight time as pilot in command flight time only during which that person.
2. a.Es the sole operator of the controls of the aircraft for which the pilot is enabled.
3. b.Es the sole occupant of the aircraft.
4. c. Is acting as pilot in command of an aircraft which require more than one pilot on the aircraft type certificate or the regulations through which the flight is conducted.
5. (2) A transport pilot may record Airline flight time as pilot in command at that time in which he acts as pilot in command of an operation that requires a Pilot License Airline Transport.
6. (3) An authorized instructor may log the time as pilot in command all flight time acting as an authorized instructor.
7. (4) A student pilot may log the flight time as pilot in command only when:
8. a.Es the sole occupant of the aircraft or is performing the duties of pilot in command of an airship requiring more than one member of the cockpit crew.
9. b.Tenga a signature solo flight approval date.
10. c. Is in training for a pilot license or rating.

**Article 89:** *Flight Time Record as co-pilot: A person may register the co-pilot flight time as only the flight time during which that person:*

1. (1) It is graded according to the requirements for Copilot in compliance with the Book VI of RACP and occupies one of the Crew Member positions on an aircraft requiring more than one pilot by the aircraft type certificate.
2. (2) Enabling holds the appropriate category and class and instrument rating (if the latter is required for the flight) for the aircraft to be flown and more than one pilot is required by the aircraft type certificate or the regulations under which the being driven flight.

**Article 90:** *Registration Instrument Flight Time:*

1. (1) A person may register the instrument flight time while flying only when the person operating the aircraft solely by reference to instruments under actual or simulated instrument flight.
2. (2) An authorized instructor may log instrument time when driving instrument flight instruction in actual conditions of instrument flight.
3. (3) For the purpose of recording the instrument flight time to gather the required recent experience for Volume VI of the RACP, the following information must be recorded in the logbook of the person:
4. a. The location and type of each instrument approach performed.
5. b. The name of the Pilot Safety, if required.
6. (4) A device simulator or flight simulation training may be used by the person to log instrument time, which stipulates that an authorized instructor was present during the simulated flight.

**Article 91:** *Training Registration Time:*

1. (1) A person may log training time when that person receives training from an authorized instructor in an aircraft simulator
2. device or flight simulation training. Instructional time must be recorded in the logbook or training and shall:
3. a. Legibly be approved by the instructor that supports it.
4. b. Include a description of the instruction, the duration of the training lecture and signature of authorized Instructor, license number and expiration date.

**Article 92:** *Submission of Required Documents:*

1. (1) Individuals must present their pilot license, medical certificate, logbook or other records required by Book VI of the RACP for inspection based on a reasonable request:
2. a. FAA Inspectors.
3. b. An authorized representative of the DSA.
4. (2) The student pilot must carry the following items on the aircraft on all solo cross-country flights as evidence of licenses, endorsements and signatures of licensed:
5. a. Pilot logbook.
6. b. Student Pilot License.
7. (3) Any other records required by this Chapter.

(FAA/14CFR: 61.51)

**Twelfth Section**
**Conditions and restrictions of the powers of Pilots**
**Who have completed up to 65 years old**

**Article 93:** Any person holding a pilot's license to act as pilot of an aircraft engaged loving the International Air Transportation Fair or not covered by compensation or hire, is entitled to exercise its powers until age 65 subject to the following restrictions:

1. (1) Question of a plurality of pilot flight and that he is the only driver over 60 years.
2. (2) Operators inform the States on whose territory they enter Pilots license endorsements.
3. (3) Must meet the requirements of the Medical Certificate.

**CHAPTER IV**
**STUDENT PILOT LICENSE**

**Section One**
**Student Pilot**

**Article 94:** The requirements prescribed by the CAA required by a student pilot are:

1. (1) Age: Be at least eighteen (18) years.
2. (2) Knowledge: Must have completed high school or equivalent.
3. (3) Comply with the provisions of Book VII of these rules, in addition the Restricted License Application Radioman aboard, as required by the Manual of Procedure of the Department of Licensing.

**Article 95:** The CAA shall grant allocations to student pilots subject to the certification of instructors authorized to establish within the student pilot license in order to prevent these could pose a hazard to air navigation.

**Article 96:** Student pilots will not fly alone, unless they do so under the supervision or authorization of a flight instructor recognized.

**Article 97: No student pilot fly solo in an aircraft in international flight, except by special agreement or general respect between the FAA and other Contracting States concerned.**

**Article 98:** Fitness Psychophysics: The AAC will not allow a student pilot flying solo, unless the holder of a Class II Medical Certificate in force.

**CHAPTER** V
**Section One**
**Private Pilot License**

**Article 99:** Requirements to issue the Private Pilot License

1. (1) *Age:* The Applicant shall have at least 18 years of age.
2. (2) *Eligibility:* Meets the appropriate requirements of this Book apply to the category and class ratings appropriate.
3. (3) *Knowledge:* The Applicant shall demonstrate a level of knowledge appropriate to the privileges that the private pilot license gives the holder, at least the following topics:
4. a. Air Law.
5. (I) The rules and regulations relevant to the holder of a Private Pilot Licence, the Rules of the Air, methods and procedures appropriate for Air Traffic Services.
6. b. Aircraft general knowledge
7. (I) The principles of operation of the units, systems and
8. (Ii) Aircraft instruments.

(Iii) The operating limitations of aircraft and powerplants, transmission (gear train, as appropriate), the relevant operational information from the Flight Manual or other appropriate document.

1. (Iv) The principles governing the use of planners, systems and tools.
2. (V) Operational limitations of gliders; relevant operational information from the Flight Manual or other appropriate document.
3. c. Flight Performance and Planning
4. (I) The effects of loading and mass distribution on flight characteristics, weight and balance calculations.
5. (Ii) The use of the practical application of performance data for takeoff, landing and other operations.
6. (Iii) The pre-flight planning and en-route for VFR private flights, the preparation and filing of flight plans for Air Traffic Services, the appropriate procedures for Air Traffic Services, reporting procedures position (except gliders), the altimeter setting procedures, operations in areas of high traffic density.
7. d. Human performance
8. (I) Human performance, including principles of threat and error management.
9. e. Meteorology
10. (I) The application of elementary aeronautical meteorology, the procedures for obtaining weather information and use it; altimetry.
11. f. Navigation
12. (I) The practical aspects of air navigation and dead reckoning techniques, the use of aeronautical charts.
13. g. Operational Procedures
14. (I) The use of aeronautical documentation such as AIP, NOTAM, aeronautical codes and abbreviations.
15. (Ii) Preventive procedures and emergency procedures, including measures to be adopted to avoid areas of hazardous weather, wake turbulence and other operational risks.
16. h. Principles of Flight
17. (I) The principles of flight relating to aircraft.
18. i. Radiotelephony
19. (I) Radiotelephony procedures and phraseology as applied to VFR, the measures to be taken in case of communication failure.

**Aircraft Section SegundaHabilitación**

**Article 100:** *Experience: For single-engine plane Enabling:* The Applicant shall have completed at least 40 hours as a pilot. The FAA will determine whether the instruction received by the device driver on a flight simulation training, recognized by the AAC, is acceptable as part of total flight time of 40 hours. Credit for such experience is limited to a maximum of 5 hours.

1. (1) When the applicant has flight time as pilot of aircraft in other categories, the FAA will determine whether such experience is acceptable and in such case, the effect of reducing the flight time provided by this Article.
2. (2) The Applicant shall have completed at least 10 hours of solo flight in an airplane under the supervision of an authorized flight instructor, including 5 hours solo cross-country flight, and at least one cross-country flight of at least

270 km (150nm), which will be conducted during the full-stop landings at two different aerodromes.

**Article 101:** *Flight instruction: Applicants have received from an authorized flight instructor dual instruction in airplanes. The Instructor will ensure that the operational experience of the applicant has reached the level of performance required to Private Pilot, at least the following aspects:*

1. (1) Pre-flight operations, including weight and balance determination, aircraft inspection and service.
2. (2) Operations at the aerodrome and traffic, precautions and procedures to prevent collisions.
3. (3) Control Plane by external visual reference.
4. (4) Flight at critically low airspeeds, recognition and recovery in situations close to the loss and loss.
5. (5) Flight at critically high airspeeds, recognition and recovery from spiral dives.
6. (6) Normal takeoffs and landings and crosswind.
7. (7) Takeoffs maximum performance (short track and obstacle clearance), short-field landings.
8. (8) Flight by reference to instruments only, including the execution of a full horizontal shift of 180 °.
9. (9) Cross-country flying using visual reference, dead reckoning and, where available, with navigation aids.
10. (10) Emergency operations, including simulated malfunction of aircraft equipment.
11. (11) Operations to, from and transiting controlled aerodromes, compliance with the procedures of the Air Traffic Services, radiotelephony procedures and phraseology.

**Article 102:** If the privileges of the license can be exercised at night, the Applicant shall have received instruction in aircraft with dual controls on night flying, including takeoffs, landings and navigation.

**Article 103:** *Expertise: Applicants will have demonstrated their ability to perform as pilot in command of an aircraft, and maneuver procedures described in Article 101 of this book with a degree of competency appropriate to the powers that the private pilot license gives the holder :*

() Operate the aircraft within its limitations.

() All maneuvers with smoothness and accuracy.

() Demonstrate good sense and airmanship.

() Apply aeronautical knowledge.

() Mastering the plane at all times so you never have serious doubts

regarding the implementation of a procedure or maneuver.

**Article 104:** To *multiengine airplane Habilitation: A person applying for the Private Pilot License with their category - Plane and multi-class, must register at least 40 hours of flight time including at least 20 hours of training from a flight instructor qualified licensed, and 10 hours of solo flight in the following areas of operation:*

1. (1) Preflight Preparation
2. (2) Pre-flight procedures
3. (3) Airports and amphibious operations base
4. (4) Takeoffs, landings and procedures and air motor.
5. (5) Maneuver Performance
6. (6) Ground reference maneuvers.
7. (7) Navigation
8. (8) Slow flight and stall
9. (9) Basic instrument maneuvers
10. (10) Emergency Operations
11. (11) Multi-Engine Operations
12. (12) Night operations
	1. (13) post-flight procedures
	2. Including at least:
13. (1) 3 hours cross-country flight training in a multiengine airplane.
	1. (2) 3 hours of night flight training in a multiengine airplane that includes:
	2. a. A cross-country flight of at least 100 nautical miles total.
	3. b. 10 takeoffs and 10 landings to achieve full stop (with each landing involving a flight in the traffic pattern) at an airport.
14. (3) 3 hours of instrument training in a multiengine airplane.
15. (4) 3 hours flight training in a multiengine airplane in preparation for the practical test within 60 days prior to the date of the test.

**Article 105:** *Medical fitness:* The Applicant shall have a Class II Medical Certificate in force.

**Section Three**
**Powers of the Licensee and qualifications**
**Observed in exercising**

**Article 106: Subject to compliance with the requirements specified in Sections Ninth, Tenth, Eleventh and Twelfth Chapter I and Chapter III of this Book, the privileges of a Private Pilot License Aircraft will act, but without pay as pilot in command or as co-pilot of any aircraft on non-revenue flights.**

**Article 107:** Before exercising the privileges at night, the licensee has met the requirements specified in Article 102 of this book.

**Section Four
Enabling Helicopter**

**Article 108:** *Experience: Applicants shall have completed at least 40 hours of flight as a helicopter pilot. The FAA will determine whether the instruction received by the device driver on a flight simulation training, recognized by the AAC, is acceptable as part of total flight time of 40 hours. Credit for such experience is limited to a maximum of 5 hours.*

**Article 109:** When the applicant has flight time as pilot in an aircraft of other categories, the Licensing AAC determine whether such experience is acceptable and in such case, the effect of reducing the flight time stipulated in Article 108 of this book.

**Article 110:** The Applicant shall have completed at least 10 hours of helicopter flight only under the supervision of an authorized flight instructor, of which 5 hours will be touring alone, including at least one cross-country flight of at least 180 km (100nm) , during which conducted landings at two different points.

**Article 111:** *Flight Instruction:* The Applicant shall have received an authorized flight instructor at least 20 hours dual instruction in the helicopter. The Instructor will ensure that the operational experience of the applicant has reached the level of performance required to Private Pilot, at least the following aspects:

1. (1) Pre-flight operations, including weight and balance determination, helicopter inspection and servicing.
2. (2) Operations at the aerodrome and traffic, precautions and procedures to prevent collisions.
3. (3) Control of the helicopter by external visual reference.
4. (4) Recovery at the incipient stage of slow vertical descent with motor recovery techniques with the rotor at low speed, within the normal regime of the engine.
5. (5) Maneuvers and shore tours, hovering, takeoffs and landings

- Normal, out of the wind direction and on uneven terrain.

1. (6) Takeoffs and landings with minimum necessary power, takeoff and landing techniques in terms of maximum performance, transactions in restricted locations, quick stops.
2. (7) Cross-country flying using visual reference, dead reckoning and, where available, with navigation aids, including a flight of at least one hour.
3. (8) Emergency operations, including simulated malfunction of the helicopter team, approach and landing in autorotation.
4. (9) Operations to, from and transiting controlled aerodromes, compliance with the procedures of the Air Traffic Services, radiotelephony procedures and phraseology.

**Article 112:** Applicant must have received instruction from flight instruction dual controls, a licensed flight instructor. This will ensure that the applicant has operational experience in flight, guided only by instruments, including the implementation of a horizontal shift of 180 degrees in a helicopter equipped with appropriate instruments.

**Article 113:** If the privileges of the license to be exercised at night, the Applicant shall have received instruction in helicopters with dual controls on night flying, including takeoffs, landings and navigation.

**Article 114:** *Expertise:* The Applicant shall demonstrate its ability to perform as pilot in command of a helicopter, the maneuvers and procedures described in Articles 111, 112 and 113 of this book with a degree of competency appropriate to the responsibilities the Private Pilot Licence Helicopter confers on the holder:

1. (1) Fly the helicopter within its limitations.
2. (2) All maneuvers with smoothness and accuracy.
3. (3) Demonstrate good sense and airmanship.
4. (4) Apply aeronautical knowledge.
5. (5) Mastering the helicopter at all times so you never have serious doubts as to the implementation of a procedure or maneuver.

**Article 115:** *Medical fitness:* The Applicant shall possess a Class II Medical Certificate in force.

**Section Five**
**Powers of the Licensee and Conditions**
**May be observed in exercising**

**Article 116: Subject to compliance with the requirements specified in Sections Ninth, Tenth, Eleventh and Twelfth Chapter I and Chapter III of this Book, the privileges of a Private Pilot Licence - Helicopter shall act without remuneration as pilot in command or as co-pilot of any helicopter flights do not paid.**

Before exercising the privileges at night, the licensee will have satisfied the requirements of Article 113 of this book.

**Section Six**
**Enabling Planner**

**Article 117:** *Experience to issue the Permit Glider:* The Applicant shall have completed at least six hours of flight and glider pilot will include two hours of solo flight during which there will be made no less than 20 launches and landings.

**Article 118:** When the applicant has flight time as pilot of aircraft, the FAA will determine whether such experience is acceptable and in such case, the effect of reducing the flight time stipulated in Article 117 of this book.

**Article 119:** The applicant shall have gained, under appropriate supervision, operational experience in gliders in at least the following aspects:

1. (1) The pre-flight operations, which include assembly and inspection of the glider.
2. (2) The techniques and procedures for the launching method used, which included the appropriate limitations of airspeed, emergency procedures and signals used.
3. (3) The traffic pattern operations, precautions and procedures to prevent collisions.
4. (4) The control of the glider by external visual reference.
5. (5) The flight across the flight envelope.
6. (6) Recognition and recovery in situations of proximity to the loss and loss as well as spiral dives.
7. (7) Launches, approaches and landings normal and crosswind.
8. (8) Cross-country flying using visual reference and esteem.
9. (9) Emergency procedures.

**Article 120:** *Expertise:* The Applicant shall demonstrate its ability to perform as pilot in command of a glider, the procedures and maneuvers specified in Article 119 of this book, with a degree of competency appropriate to the responsibilities the Glider Pilot Licence confers on the holder:

1. (1) Fly the glider within its limitations of use.
2. (2) All maneuvers with smoothness and accuracy.
3. (3) Demonstrate good sense and airmanship.
4. (4) Apply aeronautical knowledge.
5. (5) Mastering the glider at all times so you never have serious doubts as to the implementation of a procedure or maneuver.

**Article 121:** *Medical fitness:* The Applicant shall possess a Class II Medical Certificate in force.

**Seventh Section**
**Powers of the Licensee and Conditions**
**May be observed in exercising**

**Article 122:** Subject to compliance with the requirements specified in Sections Ninth, Tenth, Eleventh and Twelfth Chapter I and Chapter III of this Book, the privileges of a Glider Pilot License will act as pilot in command of any planner, provided that the holder has operational experience in the launching method used.

**Article 123:** To carry passengers, the licensee must have accumulated a minimum of 10 hours as Pilot Glider.

**Section Eight**
**Enabling Free Class-Globo**

**Article 124:** *Experience to their category-Class Aerostat Balloon Free:* The Applicant shall have completed at least 16 hours of flight time as a free balloon pilot will include at least eight pitches and ascents of which one should be flying alone.

**Article 125:** The applicant shall have gained, under appropriate supervision, operational experience in free balloon at least the following aspects:

1. (1) The pre-flight operations, which include assembly, rigging, inflation, mooring and inspection and the Globe.
2. (2) The techniques and procedures for the launch and promotion, which will include the applicable limitations, emergency procedures and signals used.
3. (3) Precautions to prevent collisions.
4. (4) The control of free balloon by external visual reference.
5. (5) Recognition and recovery of fast descents.
6. (6) Cross-country flying using visual reference and esteem.
7. (7) Approaches and landings, including ground handling.
8. (8) Emergency procedures.

**Article 126: For the powers of the license can be exercised at night, the Applicant must possess operational experience in night flying.**

**Article 127:** *Expertise:* The Applicant shall demonstrate its ability to perform as pilot in command of a free balloon, procedures and maneuvers specified in Article 125 of this Book, with a degree of competency appropriate to the powers Pilot License gives free balloon owner:

1. (1) Piloting the free balloon within its limitations.
2. (2) All maneuvers with smoothness and accuracy.
3. (3) Demonstrate good sense and airmanship.
4. (4) Apply aeronautical knowledge.
5. (5) Mastering the free balloon at all times, so you never have serious doubts as to the implementation of a procedure or maneuver.

**Article 128:** *Medical fitness:* The Applicant shall possess a Class II Medical Certificate in force.

**Section Nine**
**Powers of the Licensee and Conditions**
**May be observed in exercising**

**Article 129:** Subject to compliance with the requirements specified in Sections Ninth, Tenth, Eleventh and Twelfth Chapter I and Chapter III of this Book, the privileges of the holder of a license free balloon pilot will act as pilot in command of any Globe free provided you have operational experience, either hot air or gas, as appropriate.

**Article 130:** Before exercising the privileges at night, the licensee will have satisfied the requirements specified in Article 126 of this book.

**CHAPTER VII**
**COMMERCIAL PILOT LICENCE**

**Section One**
**Commercial Pilot License**

**Article 131:** Requirements for issuing the license:

1. (1) *Age:* The Applicant shall have at least 18 years of age.
2. (2) *Eligibility:* Possess at least a Private Pilot License through the requirements of this Book.
3. (3) *Knowledge: Applicants have demonstrated a level of knowledge appropriate to the responsibilities the Commercial Pilot Licence confers on the holder, at least the following topics:*
4. a. Air Law
5. (I) The rules and regulations relevant to the holder of a Commercial Pilot Licence, the Rules of the Air, methods and procedures appropriate for Air Traffic Services.
6. b. Aircraft General Knowledge:
7. (I) The principles of operation and functioning of powerplants, transmission (reduction gear train) systems and instruments for aircraft.
8. (Ii) Operating limitations of aircraft and other groups, the relevant operational information from the Flight Manual or other appropriate documents.

(Iii) The use and verification of equipment operating status of relevant aircraft systems.

1. (Iv) Procedures for the maintenance of cells, systems and powerplants of appropriate aircraft.
2. c. Flight Performance and Planning
3. (I) The effects of loading and mass distribution on aircraft handling, including external loads, in the handling of helicopters, the characteristics and performance of flight weight and balance calculations.
4. (Ii) The use and practical application of performance data take-off, landing and other operations.
5. (Iii) The pre-flight planning route for VFR flights, the preparation and filing of flight plans for Air Traffic Services, the appropriate procedures for Air Traffic Services, the altimeter setting procedures .
6. d. Human performance
7. (I) Human performance including principles of threat and error management.
8. e. Meteorology
9. (I) The interpretation and application of aeronautical meteorological reports, maps and forecasts, the procedures for obtaining meteorological information, pre-flight and in-flight use of it; altimetry.
10. (Ii) Meteorology, climatology of relevant areas with regard to items that have an impact on aviation, the movement of pressure systems, the structure of fronts and the origin and characteristics of significant weather phenomena that affect conditions takeoff, the flight path and landing, how to avoid dangerous weather conditions.
11. f. Navigation
12. (I) Air navigation, including the use of aeronautical charts, instruments and navigation aids, the understanding of the principles and characteristics of appropriate navigation systems; management team on board.
13. g. Operational Procedures
14. (I) The use of aeronautical documentation such as AIP, NOTAM, aeronautical codes and abbreviations.
15. (Ii) Preventive procedures and emergency procedures.

(Iii) The operational procedures for cargo transport, the possible risks in connection with the carriage of dangerous goods.

1. (Iv) The requirements and methods to provide safety instructions to passengers, including precautions to be observed the loading or unloading of the applicable category of aircraft.
2. h. Principles of Flight
3. (I) The principles of flight relating to applicable category of aircraft.
4. i. Radiotelephony
5. (I) Radiotelephony procedures and phraseology as applied to VFR, the measures to be taken in case of communication failure.

**Category SegundaHabilitación Section Plane**

**Article 132:** *Experience Requirement for Enabling Category-airplane single:* The Applicant shall have completed at least 200 flight hours or 150 hours if accumulated over a course of approved training as a pilot. The FAA will determine whether the instruction received by the device driver on a flight simulation training, recognized by the AAC, is acceptable as part of total flight time of 200 or 150 hours, as appropriate. Credit for such experience is limited to a maximum of 10 hours.

**Article 133:** *The Applicant shall have completed, by plane, at a minimum:*

1. (1) Hundred (100) hours of flight time as pilot in command or, if you have followed an approved training course, 70 hours as Pilot in Command.
2. (2) Twenty (20) hours of cross-country flight as Pilot in Command, including a cross-country flight of at least 540 km (300NM), during which there will be made full-stop landings at two different aerodromes.
3. (3) Ten (10) hours of instrument flight instruction of which up to 5 hours may be from time to coach.
4. (4) If the privileges of the license can be exercised at night, 5 hours night flight including 5 take-offs and 5 landings as pilot in command.

**Article 134:** When the applicant has flight time as pilot of aircraft in other categories and classes, the FAA will determine whether such experience is acceptable and in such case, the effect of reducing the flight time stipulated in Article 133 of this book.

**Article 135:** *Flight instruction:* The Applicant shall have received an authorized flight instructor, dual instruction in airplanes. The Instructor will ensure that the operational experience of the applicant has reached the level of performance required by commercial pilot, at least the following aspects:

1. (1) Pre-flight operations, including weight and balance determination, aircraft inspection and service.
2. (2) Operations at the aerodrome and traffic, precautions and procedures to prevent collisions.
3. (3) Control Plane by external visual reference.
4. (4) Flight at critically low airspeeds, how to avoid drills, recognition and recovery in situations close to the loss and loss.
5. (5) Flight at critically high airspeeds, recognition and recovery from spiral dives.
6. (6) Normal takeoffs and landings and crosswind.
7. (7) Takeoffs maximum performance (short track and obstacle clearance), short-field landings.
8. (8) Basic flight maneuvers and recovery of the flight line from unusual attitudes by reference solely to basic flight instruments.
9. (9) Cross-country flying using visual reference, dead reckoning and radio navigation aids, diversion procedures in the event map.
10. (10) Procedures and abnormal and emergency maneuvers.
11. (11) Operations to, from and transiting controlled aerodromes, compliance with the procedures of the Air Traffic Services, radiotelephony procedures and phraseology.

**Article 136:** If the privileges of the license can be exercised at night, the Applicant shall have received instruction in aircraft with dual controls on night flying, including takeoffs, landings and navigation.

**Article 137:** *Expertise:* The Applicant shall demonstrate its ability to perform as pilot in command of an aircraft, the maneuvers and procedures described in Articles 135 and 136 of this Book, with a degree of competency appropriate to the powers Commercial Pilot License Airplane confers the owner:

1. (1) Fly the airplane within its limitations.
2. (2) All maneuvers with smoothness and accuracy.
3. (3) Demonstrate good sense and airmanship.
4. (4) Apply aeronautical knowledge.
5. (5) Mastering the plane at all times so you never have serious doubts as to the implementation of a procedure or maneuver.

**Article 138:** *Medical fitness:* The applicant shall hold a Class I medical certificate current.

**Section Three Powers of the Licensee and Conditions to be observed in exercising**

**Article 139: Subject to compliance with the requirements specified in Sections Ninth, Tenth, Eleventh and Twelfth Chapter I and Chapter III, the holder of a Commercial Pilot Licence - Aeroplane shall be:**

1. (1) Exercise all the privileges of the holder of a Private Pilot License Aircraft.
2. (2) Act as pilot in command of any aircraft engaged in flights that are not commercial transport.
3. (3) Act as pilot in command in Commercial Air Transport Services in any aircraft certified for single pilot operations.
4. (4) Act as co-pilot in commercial air transport services that require co-pilot aircraft.

**Article 140:** Before exercising the privileges at night, the licensee will have satisfied the requirements specified in Articles 133 (4) and 136 of this book.

**Article 141:** To *Habilitation in multiengine aircraft for the Commercial Pilot License: Applicants must have been at least 175 hours total flight time as pilot and 20 hours of flight training from a Certified Flight Instructor in the following areas of operation:*

1. (1) Preflight Preparation
2. (2) Pre-flight procedures
3. (3) Airports and amphibious operations base
4. (4) Takeoffs, landings and procedures and air motor.
5. (5) Maneuver Performance
6. (6) Ground reference maneuvers.
7. (7) Navigation
8. (8) Slow flight and stall
9. (9) Basic instrument maneuvers.
10. (10) Emergency Operations
11. (11) Multi-Engine Operations
12. (12) Night operations
13. (13) post-flight procedures.

Including:

1. (1) 5 hours of instrument training in a multiengine airplane.
2. (2) 10 hours of training in a multiengine airplane that has retractable landing gear, flaps and controllable pitch propellers or turbine-powered.
3. (3) A cross-country flight in a multiengine airplane of at least 2 hours, a total distance in a straight line of more than 100 nautical miles from the original point of departure and occurs in VFR conditions.
4. (4) A cross-country flight in a multiengine airplane of at least 2 hours, a total distance in a straight line of more than 100 nautical miles from the original departure point occurring in night VFR conditions.
5. (5) 3 hours in a multiengine airplane in preparation for the practical test within 60 days prior to the date of the test.

**Section Four
Requirements to Enable Helicopter**

**Article 142:** *Enabling experience for Helicopter:* The Applicant shall have completed at least 100 flight hours or 150 hours if accumulated over a course of approved training as a helicopter pilot. The FAA will determine whether the instruction received by the device driver on a flight simulation training, recognized by the AAC, is acceptable as part of total flight time of 100 or 150 hours, as appropriate. Credit for such experience is limited to a maximum of 10 hours.

**Article 143:** The Applicant will be conducted by helicopter, at a minimum:

1. (1) Thirty-five (35) hours as pilot in command.
2. (2) Ten (10) hours of cross-country flight as pilot in command including a cross-country flight, during which there will be made landings at two different points.
3. (3) Ten (10) hours of instrument flight instruction of which up to 5 hours may be from time to coach.
4. (4) If the privileges of the license can be exercised at night, 5 hours of night flight including 5 take-offs and 5 landings as pilot in command.

**Article 144:** When the applicant has flight time as pilot in an aircraft of other categories, the Licensing Department of the CAA, will determine whether such experience is acceptable and in such case, the effect of reducing the flight time stipulated in Article 143 of this book .

**Article 145:** *Flight Instruction:* The applicant shall have received from an authorized flight instructor dual instruction in helicopters. The instructor will ensure that the operational experience of the applicant has reached the level of performance required by commercial pilot, at least the following aspects:

1. (1) Pre-flight operations, including weight and balance determination, helicopter inspection and servicing.
2. (2) Operations at the aerodrome traffic circuit, precautions and procedures in the prevention of collisions;
3. (3) Control of the helicopter by external visual reference;
4. (4) Recovery at the incipient stage of slow vertical descent with motor recovery techniques with the rotor speed within the system under normal engine
5. (5) Maneuvers and shore tours, hovering, takeoffs, aterrizajesnormales, outside wind direction and uneven terrain, with steep approaches;
6. (6) Takeoffs and landings with minimum necessary power, takeoff and landing techniques in terms of maximum performance, transactions in restricted locations, quick stops;
7. (7) Hovering out of ground effect, external load operations, if applicable; flight at high altitude
8. (8) Basic flight maneuvers and recovery of the flight line from unusual attitudes by reference solely to basic flight instruments;
9. (9) Cross-country flying using visual reference, dead reckoning and radio navigation; procedures in case of diversion route;
10. (10) and abnormal procedures emergency, including malfunction of computer simulated helicopter approaches and landings in autorotation;
11. (11) from Operations, to and transiting controlled aerodromes, compliance with procedures for air traffic services, radiotelephony procedures and phraseology.

**Article 146:** If the privileges of the license can be exercised at night, the applicant shall have received dual instruction in helicopters with night flight control that includes takeoffs, landings and navigation.

**Article 147:** If the privileges of the license to be exercised at night, the Applicant shall have received instruction in helicopters with dual controls on night flying, including takeoffs, landings and navigation.

**Article 148:** *Expertise:* The Applicant shall demonstrate its ability to perform as pilot in command of a helicopter, the procedures and maneuvers described in Article 117 with a degree of competency appropriate to the responsibilities the Commercial Pilot Licence Helicopter gives its holder:

1. (1) Fly the helicopter within its limitations.
2. (2) All maneuvers with smoothness and accuracy.
3. (3) Demonstrate good sense and airmanship.
4. (4) Apply aeronautical knowledge.
5. (5) Mastering the helicopter at all times so you never have serious doubts as to the implementation of a procedure or maneuver.

**Article 149:** Medical fitness: The applicant shall hold a Class I medical certificate current.

**Section Five**
**Powers of the Licensee and Conditions**
**May be observed in exercising**

**Article 150:** Subject to compliance with the requirements specified in Sections Ninth, Tenth, Eleventh and Twelfth Chapter I and Chapter III, the holder of a Commercial Pilot Licence Helicopter will be:

1. (1) Exercise all the privileges of the holder of a Private Pilot Licence Helicopter.
2. (2) Act as pilot in command of any helicopter flights dedicated to non-commercial transport.
3. (3) Act as pilot in command in Commercial Air Transport Services in any helicopter certificated for single pilot operations.
4. (4) Act as co-pilot in commercial air transport services that require co-pilot helicopters.

Before exercising the privileges at night, the licensee will have satisfied the requirements stipulated in Articles 143 paragraph (4) and 147 of this book.

**CHAPTER VIII Pilot License Airline Transport**

**Section One Pilot License Airline Transport**

**Article 151:** *Requirements for issuing the license:*

1. (1) *Age:* The Applicant shall have at least 21 years of age.
2. (2) *Eligibility:* Possess at least a Commercial Pilot Licence with Instrument Flight for Enable.
3. (3) *Knowledge:* The Applicant shall demonstrate a level of knowledge appropriate to the powers Pilot License Airline Transport Airplane gives its holder, at least the following topics:
4. (I) The general characteristics and limitations of electrical, hydraulic, pressurization, and other aircraft systems, the flight control systems, including autopilot and stability augmentation.
5. (Ii) The principles of operation, handling procedures and operating limitations of aircraft powerplants, the influence of atmospheric conditions on engine performance, relevant operational information Flight Manual or other appropriate documents.

|  |  |
| --- | --- |
| a. |  Air Law  |
| (I)  | The rules and regulations relevant to the holder of a Pilot License Airline Transport, Air Regulation, the methods and procedures appropriate for Air Traffic Services.  |
| b.  | Aircraft General Knowledge  |

(Iii) operational procedures and limitations of the relevant aircraft, the influence of atmospheric conditions on aircraft performance.

1. (Iv) The use and verification of equipment operating status of relevant aircraft systems.
2. (V) The flight instruments, errors of compasses when cornering and accelerating, operational limits of the instruments gyroscopes and precession effects, methods and procedures in case of malfunctions of various flight instruments.
3. (Vi) The procedures for the maintenance of cells, systems and groups relevant to aircraft engines.
4. c. Flight Performance and Planning
5. (I) The effects of loading and mass distribution on aircraft handling, and performance characteristics of flight weight and balance calculations.
6. (Ii) The use and practical application of performance data take-off, landing and other operations, including procedures for cruise control.

49

1. (Iii) The pre-flight planning route for VFR flights, the preparation and filing of flight plans for Air Traffic Services, the appropriate procedures for Air Traffic Services, the altimeter setting procedures .
2. d. Human performance
3. (I) Human performance including principles of threat and error management.
4. e. Meteorology
5. (I) The interpretation and application of aeronautical meteorological reports, maps and forecasts, the procedures for obtaining meteorological information, pre-flight and in-flight use of it; altimetry.
6. (Ii) Meteorology, climatology of relevant areas with regard to items that have an impact on aviation, the movement of pressure systems, the structure of fronts and the origin and characteristics of significant weather phenomena that affect conditions takeoff, the flight path and landing.

(Iii) The causes, recognition and influence of ice formation in engines and in the cell penetration procedures frontal zones, how to avoid dangerous weather conditions.

1. (Iv) Practice at high altitude meteorology, including interpretation and use of reports, maps and weather, the jet stream.
2. f. Navigation
3. (I) Air navigation, including the use of aeronautical charts, navigation aids and area navigation systems; specific navigation requirements for long-haul flights.
4. (Ii) The use, limitation and serviceability of avionics devices and instruments for control and navigation of aircraft.

(Iii) The use, accuracy and reliability of navigation systems used in the output phase, en-route, approach and landing, identification of radio navigation.

1. (Iv) The principles and characteristics of autonomous navigation systems and external references; management team on board.
2. g. Operational Procedures
3. (I) The use of aeronautical documentation such as AIP, NOTAM, aeronautical codes and abbreviations and letters of instrument flight procedures for departure, en route, descent and approach.
4. (Ii) The precautionary and emergency procedures, security measures on the fly in IFR conditions.

50

(Iii) operational procedures for the transport of cargo and dangerous goods.

1. (Iv) The requirements and methods to provide safety instructions to passengers, including precautions to be observed the loading or unloading of aircraft.
2. h. Principles of Flight
3. (I) The principles of flight relating to aircraft, subsonic aerodynamics, effects of compressibility limits maneuvering characteristics of wing design, effects of additional devices to lift and drag; relationship between lift, drag and thrust at various airspeeds and in different flight configurations.
4. i. Radiotelephony
5. (I) Radiotelephony procedures and phraseology, the measures to be taken in case of communication failure.

**Article 152:** *Experience for their category-plane:* The Applicant shall have completed at least 1,500 hours of flight time as pilot. The FAA will determine whether the instruction received by the device driver on a flight simulation training, recognized by the AAC, is acceptable as part of total flight time of 1,500 hours. Credit for such experience is limited to a maximum of 100 hours, of which a maximum of 25 will have been acquired in a flight procedure trainer or a basic trainer instrument flight. The Applicant be initially applied or to add Multi-engine class rating to your license Airline Transport shall meet all the requirements of Section One of this Chapter, in addition to the practical test in compliance with the provisions of Article 171 of this book.

**Article 153:** The Applicant shall have completed, by plane, at a minimum:

1. (1) Two hundred fifty (250) flight hours, either as pilot in command or a minimum of 100 hours as pilot in command, plus the necessary additional flight time as copilot performing, under the supervision of a pilot in command, duties and functions so long as the monitoring method used is satisfactory to the CAA.
2. (2) Two hundred (200) cross-country flight hours, of which a minimum of 100 as pilot in command or as copilot performing, under the supervision of the pilot in command, duties and functions so long as the monitoring method used is satisfactory to the CAA.
3. (3) Seventy-five (75) hours of flight instruction, of which a maximum of 30 hours may be from time to coach.
4. (4) Hundred (100) hours of night flight as pilot in command or as copilot.

**Article 154:** When the applicant has flight time as pilot of aircraft in other categories, the FAA will determine whether such experience is acceptable and in such case, the effect of reducing the flight time stipulated in Article 152 of this book.

**Article 155:** *Flight instruction:* The Applicant will have received dual instruction required for issuing the Commercial Pilot - Airplane in Articles 145 and 146 of this book, the Enabling Instrument - Airplane in Articles 170 and 171 of this book.

**Article 156:** *Expertise:* The Applicant shall demonstrate its ability to perform, as pilot in command of aircraft requiring multi Copilot, the following procedures and maneuvers:

1. (1) pre-flight procedures, which include the preparation of the operational flight plan and flight plan filing required by the Air Traffic Services.
2. (2) The procedures and normal flight maneuvers during all stages.
3. (3) The procedures and maneuvers for IFR flight under normal, abnormal and emergency procedures, which include simulated engine failure and that include at least the following:
4. a. Transition to instrument flight takeoff
5. b. Departures and arrivals instruments.
6. c. Procedures and IFR en route navigation.
7. d. Holding pattern procedures.
8. e. Instrument approaches to specified minima.
9. f. Missed approach procedures.
10. g. Landings from instrument approaches.
11. (4) Procedures and abnormal and emergency maneuvers on failures and malfunctions of equipment, such as powerplant, systems and cells.
12. (5) Procedures and crew coordination in the event of incapacitation of one of its members, which include the allocation of tasks of the Pilot, the cooperation of the members of the crew and the use of checklists.

**Article 157:** The Applicant shall demonstrate its ability to execute the maneuvers and procedures described in Article 156 of this book with a degree of competency appropriate to the powers Pilot License Airline Transport - Airplane gives its holder:

1. (1) Fly the airplane within its limitations.
2. (2) All maneuvers with smoothness and accuracy.
3. (3) Demonstrate good sense and airmanship.
4. (4) Apply aeronautical knowledge.
5. (5) Mastering the plane at all times so you never have serious doubts as to the implementation of a procedure or maneuver.
6. (6) Understand and apply procedures for coordinating the crew, and in case of incapacitation of one of its members.
7. (7) Communicate effectively with other members of the flight crew.

**Article 158:** *Medical fitness. The applicant shall hold a Class I medical certificate current.*

**Section Two**
**Powers of the Licensee and Conditions**
**May be observed in exercising**

**Article 159:** Subject to compliance with the requirements specified in Sections Ninth, Tenth, Eleventh and Twelfth Chapter I and Chapter III, the holder of a Pilot License Airline Transport will:

1. (1) Exercise all the privileges of the holder of a Private Pilot Licence and Commercial Pilot - Airplane and an Enabling Instrument - airplane.
2. (2) Act as pilot in command and co-pilot of aircraft in air transportation.

**Section Three**
**For the Qualification of Class - Helicopter**

**Article 160:** *Enabling experience for Helicopter:* The Applicant shall have completed at least 1,000 hours of flight time as a helicopter pilot. The FAA will determine whether the instruction received by the device driver on a flight simulation training, recognized by the AAC, is acceptable as part of total flight time of 1,000 hours. Credit for such experience is limited to a maximum of 100 hours, of which a maximum of 25 will have been acquired in a flight procedure trainer or a coach Basic Instrument Flight.

**Article 161:** The Applicant will be conducted by helicopter, at a minimum:

1. (1) Two hundred fifty (250) flight hours, either as pilot in command or a minimum of one hundred (100) hours as pilot in command, plus the necessary additional flight time as copilot performing, under the supervision of a Pilot in Command the duties and functions so long as the monitoring method used is satisfactory to the CAA.
2. (2) Two hundred (200) cross-country flight hours, of which at least one hundred

(100) as pilot in command or as copilot performing, under the supervision of the pilot in command, duties and functions so long as the monitoring method used is satisfactory to the CAA.

1. (3) Thirty (30) hours of flight instruction, of which a maximum of ten
2. (10) hours may be from time to coach.
3. (4) Fifty (50) hours of night flight as pilot in command or as copilot.

**Article 162:** When the applicant has flight time as pilot of aircraft in other categories, the FAA will determine whether such experience is acceptable and in such case, the effect of reducing the flight time stipulated in Article 160 of this book.

**Article 163:** *Flight instruction:* Applicant must have received dual instruction required for issuing the Commercial Pilot Licence Helicopter in Articles 145 and 146 of this book.

**Article 164:** *Expertise:* The Applicant shall demonstrate its ability to perform, as pilot in command of helicopters that require co-pilot, the following procedures and maneuvers:

1. (1) Pre-flight procedures, which include the preparation of the operational flight plan and flight plan filing required by the Air Traffic Services.
2. (2) Normal procedures and flight maneuvers during all stages.
3. (3) Procedures and abnormal and emergency maneuvers on failures and malfunctions of equipment such as group and cell systems.
4. (4) Procedures and crew coordination in the event of incapacitation of one of its members which include the allocation of pilot tasks, the cooperation of the members of the crew and the use of checklists.

**Article 165:** The Applicant shall demonstrate its ability to perform the procedures and maneuvers specified in Article 164 of this Book, with a degree of competency appropriate to the powers Pilot License Airline Transport - Helicopter gives its holder:

1. (1) Fly the helicopter within its limitations.
2. (2) All maneuvers with smoothness and accuracy.
3. (3) Demonstrate good sense and airmanship.
4. (4) Apply aeronautical knowledge.
5. (5) Mastering the helicopter at all times so you never have serious doubts as to the implementation of a procedure or maneuver.
6. (6) Understand and apply procedures for coordinating the crew, and in case of incapacitation of one of its members.
7. (7) Communicate effectively with other members of the flight crew.

**Article 166:** *Medical fitness: The applicant shall hold a Class I medical certificate current.*

**Section Four**
**Powers of the Licensee and Conditions**
**May be observed in exercising**

**Article 167:** Subject to compliance with the requirements specified in Sections Ninth, Tenth, Eleventh and Twelfth Chapter I and Chapter III, the holder of a Pilot License Airline Transport Helicopter will be:

1. (1) Exercise all the privileges of the holder of a Private Pilot Licence and Commercial Pilot Helicopter.
2. (2) Acting Command Pilot and Co-Pilot Helicopter in Air Transport Services.

**CHAPTER IX**
**Section One**
**Enabling Instrument Flight**

**Article 168:** *Requirements for the issue of Instrument Flight Enabling the aircraft category and class appropriate:*

1. (1) Knowledge. The Applicant shall demonstrate a level of knowledge appropriate to the powers that the Enabling Instrument Flight gives its holder, at least the following topics:
2. a. Air Law
3. (I) The preparations and pre-flight checks for IFR flight.
4. (Ii) The pre-flight planning route for flights
5. (Ii) The causes, recognition and influence of ice formation in engines and in the cell, and procedures for frontal zone penetration, how to avoid dangerous weather conditions.
6. f. Navigation
7. (I) Practical air navigation using radio navigation aids.
8. (Ii) Use, accuracy and reliability of navigation systems used in the output phase, en-route, approach and landing, identification of radio navigation.
9. g. Operational Procedures
10. (I) The interpretation and use of aeronautical documentation such as AIP, NOTAM, aeronautical codes and abbreviations and letters of instrument flight procedures for departure, en route, descent and approach.
11. (Ii) Procedures preventive and emergency security measures for IFR flight.
12. h. Radiotelephony
13. (I) Radiotelephony procedures and phraseology as applied to aircraft under IFR, the measures to be taken in case of communication failure.

|  |  |
| --- | --- |
| (I)  | The rules and regulations relevant to IFR flights, the methods and procedures appropriate for Air Traffic Services.  |
| b.  | Aircraft General Knowledge  |
| (I) (ii)  | The use, limitations and operating conditions of avionics and instruments necessary for the control and navigation of the category and class appropriate aircraft under IFR and in instrument meteorological conditions instrument, use and limitations of autopilot. Compasses, mistakes turn and accelerate, gyroscopic instruments, operational limits and precession effects, methods and procedures in case of malfunctions of various flight instruments.  |
| c.  | Flight Performance and Planning  |

|  |
| --- |
| VFR, the preparation and filing of flight plans for Air Traffic Services, the appropriate procedures for Air Traffic Services, the altimeter setting procedures.  |
| d. |  Human performance  |
| (I)  | Human performance relevant to instrument flight in the appropriate category and class of aircraft including principles of threat and error management.  |
| e. |  Meteorology  |
| (I)  | The application of aeronautical meteorology, the interpretation and use of reports, maps and forecasts, codes and abbreviations, the procedures for obtaining weather information and use it; altimetry.  |

**Aircraft Section SegundaCategoría**

**Article 169:** *Experience: For Airplane category rating:* The Applicant shall hold a Private Pilot License or Business. The Applicant shall have completed at least:

1. (1) Fifty (50) hours of flight time as pilot in command cross-country flight in an aircraft of the AAC acceptable categories of which 10, at least in aircraft.
2. (2) Forty (40) hours of flight instruction in aircraft, but of these a maximum of 20 or 30 in flight simulator may be included as instrument flight time. The hours in coach shall be under the supervision of a licensed instructor.

**Article 170:** *Flight instruction:* The Applicant will have acquired, the instrument flight time required by Article 169 paragraph (2) of this Book, a minimum of 10 hours of instrument flight instruction in aircraft with dual controls received from an authorized instructor. The Instructor will ensure that the operational experience of the applicant has reached the level of performance required the owner of a Enabling Instrument Flight, at least the following aspects:

1. (1) Pre-flight procedures, which include the use of the Flight Manual or equivalent document and corresponding documents from the Traffic Services for the preparation of the IFR flight plan.
2. (2) The pre-flight inspection, use of checklists, taxiing and pre-checks off.
3. (3) Procedures and maneuvers for IFR flight under normal, abnormal and emergency procedures that include at least:
4. a. Transition to instrument flight takeoff
5. b. Departures and arrivals instruments.
6. c. En route IFR procedures.
7. d. Holding procedures.
8. e. Instrument approaches to specified minima.
9. f. Missed approach procedures.
10. g. Landings from instrument approaches.
11. (4) Flight maneuvers and flight peculiarities.

**Article 171:** If the privileges of the license can be exercised in multiengine airplanes, the Applicant must receive a flight instructor recognized dual instruction in an aircraft of this type. The Instructor will ensure that the applicant has operational experience in handling the aircraft solely by reference to instruments with one engine inoperative or simulated inoperative.

**Article 172:** *Expertise:* The Applicant shall demonstrate its ability to execute the maneuvers and procedures described in Articles 170 and 171 pounds, with a degree of competency appropriate to the powers that the Enabling Instrument Flight - airline gives its holder:

1. (1) Fly the airplane within its limitations.
2. (2) All maneuvers with smoothness and accuracy.
3. (3) Demonstrate good sense and airmanship.
4. (4) Apply aeronautical knowledge.
5. (5) Mastering the plane at all times so you never have serious doubts as to the implementation of a procedure or maneuver.

**Article 173:** If the privileges of the Instrument Flight Enabling exercisable in multiengine airplanes, Applicants have demonstrated the ability to fly that type of aircraft being guided solely by instruments with an engine inoperative or simulated inoperative.

**Article 174:** *Medical fitness:* The Applicant holds Private Pilot's License shall have met the requirements of hearing acuity in accordance with the Medical Certificate for Class I.

**Article 175:** The Contracting States shall consider whether to require the holder of a Private Pilot's License satisfies the requirements for visual psychophysics and the Class I Medical Certificate

**Section Three**
**Duties of the Permit Holder and Conditions**
**May be observed in exercising**

**Article 176:** Subject to compliance with the requirements specified in Sections Ninth, Tenth, Eleventh and Twelfth Chapter I and Chapter III, the holder of an Enabling Instrument Flight - Aircraft will fly aircraft under IFR.

**Article 177:** Before exercising the powers in multi-engine airplanes, the holder of the Permit will have complied with the requirements of Article 170 of this book

(OACI/A1/C1/2.6.2.2)

**Section Four
Permit - Helicopter**

**Article 178:** *Experience for the issue of helicopter class rating:* The Applicant shall hold a Private Pilot License, Commercial and / or ATP.

**Article 179:** The Applicant shall have completed at least:

1. (1) Fifty (50) hours of flight time as pilot in command cross-country flight in an aircraft of the AAC acceptable categories of which 10 hours, at least, by helicopter.
2. (2) Forty (40) hours of instrument flight by helicopter or plane, of which up to 20 or 30 hours in flight simulator may be included as instrument flight time. The hours in coach shall be under the supervision of a licensed instructor.

**Article 180:** *Flight instruction:* The Applicant will have acquired, the instrument flight time requirements of Article 179 paragraph (2) of this Book, a minimum of 10 hours of instrument flight instruction in helicopters with dual controls received from an authorized instructor. The Instructor will ensure that the operational experience of the applicant has reached the level of performance required the owner of a Enabling Instrument Flight, at least the following aspects:

1. (1) Pre-flight procedures, which include the use of the Flight Manual or equivalent document and the documents relevant air traffic services for the preparation of the IFR flight plan.
2. (2) The pre-flight inspection, use of checklists, taxiing and pre-takeoff checks.
3. (3) Procedures and maneuvers for IFR flight under normal, abnormal and emergency procedures that include at least:
4. a. Transition to instrument flight takeoff
5. b. Departures and arrivals instruments.
6. c. En route IFR procedures.
7. d. Holding procedures.
8. e. Instrument approaches to specified minima.
9. f. Missed approach procedures.
10. g. Landings from instrument approaches.
11. (4) Flight maneuvers and flight peculiarities.
12. (5) If applicable, use of a multiengine helicopter guided only by instruments with an engine out of service or out of service simulated

**Article 181:** *Expertise:* The Applicant shall demonstrate its ability to execute the maneuvers and procedures described in Article 180 of this Book, with a degree of competency appropriate to the powers that the Enabling Instrument Flight Helicopter gives its holder:

1. (1) Fly the helicopter within its limitations.
2. (2) All maneuvers with smoothness and accuracy.
3. (3) Demonstrate good sense and airmanship.
4. (4) Apply aeronautical knowledge.
5. (5) Mastering the helicopter at all times so you never have serious doubts as to the implementation of a procedure or maneuver.

**Article 182: Fitness Psychophysics: The Applicant holds Private Pilot's License shall have met the requirements of hearing acuity in accordance with the Medical Certificate for Class I.**

(OACI/A1/C2/2.10.1.5) (OACI/A1/C2/2.10.1.5.1)

**Article 183:** The CAA will consider whether to require the holder of a private pilot license meets the requirements for visual psychophysics and a Class I Medical Certificate

(OACI/A1/C2/2.10.1.5.2)

**Section Five**
**Duties of the Permit Holder and Conditions**
**May be observed in exercising**

**Article 184:** Subject to compliance with the requirements specified in Sections Ninth, Tenth, Eleventh and Twelfth Chapter I and Chapter III, the holder of an Enabling Instrument Flight Helicopter helicopter will fly under IFR.

**CHAPTER** X
**Ultralight Pilot License**

**Section One**
**Ultralight Pilot License**

**Article 185:** Ultralight Operators (TO) must be obtained from the Directorate of Aviation Safety, a license, the applicant must meet the following requirements:

1. (1) Age: Applicants shall have at least 16 years of age.
2. (2) Knowledge: Must demonstrate through a written test, knowledge about:
3. a.La basic theory of flight, especially the forces acting in flight and the relationship between angle of attack and speed and impact of a stall. (Stall, Spin).
4. b.Las limitations Ultralight operations (AL).
5. c. the aeronautical regulations in force and applicable in the Republic of Panama.
6. application of meteorology d.La elemental Ultralight flight (AL).
7. e.Métodos and emergency procedures applicable to the Ultralight (AL).
8. (3) Experience: Must have completed a minimum of dual instruction required to have completed the first solo flight in any type of aircraft
9. or conventional glider.
10. (4) Duties: The holder of an Ultralight Pilot License, you can fly any type of ultralight vehicle.

**Article 186: The gliders or ultralight gliders and their operators will be exempted from the operation requirements set forth in this Article.**

**Article 187:** Medical fitness, demonstrate medical fitness on the basis of compliance with the requirements of Class III medical evaluation.

**CHAPTER XI**
**FLIGHT INSTRUCTOR**

**Section One**
**Standards and General Requirements for Licenses**
**Flight Instructor**

**Article 188:** This chapter describes the requirements to apply for licenses and flight instructor ratings, the conditions under which they are needed and the constraints within them.

**Eligibility Section SegundaRequisitos**

**Article 189:** To be eligible for License and / or flight instructor rating the person must:

1. (1) Be at least 18 years old
2. (2) Being able to read, write and understand English
3. (3) Possessing both a commercial pilot license pilot or Airline Transport to:
4. aA category and class rating appropriate to the flight instructor rating that request.
5. b. An instrument rating if the person holds a commercial pilot license and is applying for license with flight instructor:

i An airplane category rating with a single-engine class. ii An airplane category rating with a multiengine class.

iii An aircraft Enabling potencia.iv supported by an instrument rating.

1. (4) Receive a certificate in his logbook by an authorized instructor on the fundamentals of instruction listed in section 190 of this book for the appropriate knowledge test.
2. (5) Pass the knowledge test in the areas listed 190 of this book.
3. (6) Receive a certificate in his logbook by an authorized flight instructor in the areas of operation in Articles 192 and 193 of this book, for instructor rating sought.
4. (7) Pass the required practical test appropriate to the instructor rating sought in an:
5. a. Aircraft that is representative of the category and class of aircraft for the Empowerment of aircraft required.
6. b. Simulator approved flight training device or flight simulator that is representative of the category and class of aircraft for the Permit applied for and used in accordance with an approved course at an educational establishment certified by Air Book XXI of the RACP.
7. (8) Observe the following for a flight instructor license with airplane and glider Enable.
8. a.Reciba certification in their logbook by an authorized instructor indicating that the applicant is competent and possesses instructional competence in awareness of loss, entry drills, augers and augers recovery procedures after receiving flight training in areas of training in an airplane or glider, as appropriate and is certified for spins.
9. b.Demuestre instructional competence in awareness of loss, entry drills, augers and augers recovery.
10. (9) A Deputy Inspector may accept the certification specified in paragraph (8) (i) of this Article as satisfactory evidence of instructional competence in awareness of loss, entry drills, augers and augers recovery procedures for the practical test providing that the practical test is not a new trial as a result of having failed the previous deficiencies in those areas of knowledge and expertise.
11. (10) If a new test is the result of deficiencies in the applicant's ability to demonstrate knowledge or skill requirements, the Applicant must demonstrate knowledge and skills to Deputy Inspector in the plane
12. or glider right and who is certified for spins.
13. (11) Record at least 15 hours as pilot in command in the category and class of aircraft that is suitable for flight instructor rating sought.
14. (12) Comply with the appropriate sections that apply to the Qualification of Flight Instructor that request.

**Section Three**
**Aeronautical Knowledge**

**Article 190:** An applicant for an instructor license must receive and log ground training from an authorized Instructor:

* 1. (1) Except as provided in section 191 of this book, the fundamentals of instruction that includes:
	2. a. The process of learning.
	3. b.Elemento effective teaching.
	4. c. Student evaluation and testing.
	5. d. Course development.
	6. e. Lesson plan.
	7. f.Técnicas teaching in the classroom.
1. (2) Aeronautical knowledge areas for a Private Pilot License and Commercial applicable to the aircraft category for which the flight instructor duties requested.
2. (3) Aeronautical knowledge areas for instrument rating applicable to the category for which the powers of Instrument Flight Instructor requested.

**Article 191:** The following Applicants need not comply with Article 190 of this book:

1. (1) The holder of a Theory Instructor License granted through this book.
2. (2) The holder of a Diploma and / or Certificate in Education recognized by the Ministry of Education to authorize the person to teach at the secondary level or higher.
3. (3) A person employed as an educator / teacher at an accredited university.

**Section Four
Flight Instructor: Areas of Operation Flight Competition**

**Article 192:** An applicant to the Flight Instructor License must receive and log flight training and ground and a certification from an authorized instructor that the person is competent to pass the practical test for flight instructor rating sought.

**Article 193:** An applicant can complete the flight training required by this Section:

1. (1) In an aircraft that is representative of the category and class of aircraft for the rating sought.
2. (2) In a flight simulator or training device for flight simulation representative of the category and class of aircraft for the Permit applied for and used in accordance with approved course at an educational institution certified by the Book Air XXI of RACP.

**Section Five Records and Book of Flight Flight Instructor**

**Article 194:** A flight instructor must:

1. (1) Sign the logbook for each person to whom that instructor has given flight training or ground.
2. (2) Keep a record in a logbook or a separate document containing the following:
3. a. The name of each person in your logbook or student pilot license that the Pilot has the authority certificate for solo flight and the date of certification.
4. b. The name of each person that instructor has been certified for a knowledge test or practical test.
5. (3) Keep the records required by this Article for at least 3 years.

**Section Six Additional Ratings Flight Instructor**

**Article 195:** An applicant for an additional flight instructor at a flight instructor license must meet the eligibility requirements listed in Article 189 of this Book, which are applicable to the flight instructor rating that request.

**Article 196:** An applicant for an additional rating on a flight instructor license, will not be required to pass a knowledge test in the areas listed in Articles 190 and 191 of this book.

**Seventh Section**
**Flight Instructor Responsibilities**

**Article 197:** A flight instructor is authorized within the limitations that are in your license and flight instructor ratings for imparting training and providing certifications required and / or relate to:

1. (1) A student pilot license
2. (2) A Pilot License
3. (3) A flight instructor license
4. (4) A Theory Instructor License
5. (5) An aircraft Enabling
6. (6) an instrument rating
7. (7) A review of Flight, operational powers or recent experience requirements
8. (8) Practical test
9. (9) Knowledge Test

**Section Eight**
**Limitations and flight instructor ratings**

**Article 198:** The holder of a flight instructor license shall comply with the limitations and qualifications applicable to the flight instructor.

**Section Nine**
**Renewal of Flight Instructor License**

**Article 199:** A flight instructor license has not expired may be renewed for another 24 months if the holder:

1. (1) Pass the practical test:
2. a.La License Renewal Instructor.
3. bA additional rating flight instructor.
4. (2) Present to an Inspector of the CAA:
5. a. A record of training students that shows during the 24 months preceding the flight instructor has certified at least 5 students for the practical test for the license or permit and that at least (80%) eighty percent of those students have passed the test on the first try.
6. b. A record that shows that within the preceding 24 months worked for an operator as a pilot tester, Chief Flight Instructor, CEO of Air Transport Inspector or Flight Instructor by the Book XIV of these regulations or in a position that involves regular assessments pilots.

**Article 200:** If a full flight instructor renewal requirements within 90 days preceding the expiration month of the Flight Instructor License:

1. (1) The CAA shall consider the flight instructor meets the requirements for renewal in the month of compliance.
2. (2) The CAA shall renew a flight instructor license in effect for the next 24 months from its expiration date

**Article 201:** A flight instructor may meet the requirements of the practical test required by Article 191 paragraph (1) of this book in an approved course conducted by an educational establishment Aviation, certified by the RACP Book XXI.

**Article 202:** *License and / or Rating Flight Instructor Charm: The holder of a Flight Instructor License License can exchange that passing the practical test.*

**Tenth Section**
**Operations Area Flight Instructor for Flight Competition**

**Article 203:** *General.* An applicant for a flight instructor license must receive and log flight and ground training from an authorized instructor and get a certificate that the applicant is competent to pass the practical test in the following areas of operation that apply to the Enabling Flight Instructor that request.

**Article 204:** For each rating category and class, as applicable:

1. (1) Foundations of Education
2. (2) Subjective Technical Areas
3. (3) Pre-flight Preparation
4. (4) Pre-flight lesson in the maneuvers to be performed in flight
5. (5) Pre-flight procedures
6. (6) Airport and seaplane base operations
7. (7) Takeoffs, landings and go-around
8. (8) Fundamentals of flight
9. (9) Performance analysis of the maneuvers
10. (10) maneuvers in the field with reference
11. (11) Slow flight and stall bits
12. (12) Basic instrument maneuvers
13. (13) Emergency Operations
14. (14) Post-Flight Procedures
15. (1) Multi-Engine Operations

**Article 205:** For Enabling Category-Class, Multi-Engine Airplane: **Article 206:** For Enabling Category-Class rotorcraft-helicopter with:

1. (1) Operations at airports and heliports
2. (2) Stationary Flight Maneuvers
3. (3) Special Operations

**Article 207:** For Enabling Category-Class rotorcraft to-turn-plane:

(1) Aerodynamic Flight at Slow Speeds

**Article 208:** For Category Enabling Sustained by Power Plane

1. (1) Stationary Flight Maneuvers
2. (2) Special Operations

**Article 209:** To Enable Glider

1. (1) Airports and Ports for planners
2. (2) launches, landings and go-around
3. (3) Rates of return
4. (4) Technical Planner
5. (5) Slow flight and stall bits

**Article 210:** For instrument rating in their category and appropriate class:

1. (1) Authorization and procedures of the Air Traffic Control
2. (2) flight by reference to instruments
3. (3) Aids to Navigation
4. (4) Instrument Approach Procedures

**Section Eleven**
**Limitations and flight instructor ratings**

**Article 211:** Each holder of a flight instructor license shall observe the following limitations and qualifications:

1. (1) *Hours of training:* In any period of 24 consecutive hours, a flight instructor can not do more than eight (8) hours flight training.
2. (2) *Clearances Required:* A flight instructor may not conduct flight training in any aircraft for which flight instructor does not have:
3. aA Pilot License and Flight Instructor License to Enable applicable category and class.
4. b. If applicable, a Type Rating.

**Article 212:** For instrument flight training or training for the Type Rating not limited to VFR, instrument rating appropriate for your license and flight instructor pilot license.

**Article 213:** *Limitations and Certifications:* A flight instructor may not certify

to:

1. (1) Student Pilot License or logbook for solo flight duties, unless the flight instructor has:
2. a.Impartido to that student the flight training required for solo flight duties required by this Chapter.
3. b. Determined that the student is ready to make the flight safely under known circumstances, subject to any limitations noted in the logbook that the Instructor Student Pilot deems necessary for flight safety.
4. c.Impartido to that student training in the make and model of aircraft or aircraft manufacturing and similar models in which the solo flight is to be conducted.
5. d. Certify in Book Flight Student Pilot for specific make and model of aircraft to be flown.
6. (2) The student pilot license and flight log book for cruise only, unless the flight instructor has determined that:
7. a.La flight training student pilot, planning, equipment and proposed procedures are adequate for the purpose of the flight under existing conditions and within any limitations noted in his logbook that the instructor considers necessary for flight safety.
8. b. The student pilot holding the appropriate certification in their log book for cross-country flight for the make and model of aircraft to be flown.
9. (3) The logbook of a pilot for a flight review, unless the instructor has conducted a review of that pilot in accordance with the requirements for the flight review.
10. (4) The book of flight for a pilot proficiency check unless the pilot is licensed and clearances for aircraft and type of operation to which their duties require proficiency checks.

**Article 214:** *Training in a multiengine airplane, helicopter or airplane Supported by Power:* A flight instructor may not provide the training required to apply for a license or rating in a multiengine airplane, helicopter or an airplane sustained by power unless the flight instructor has five (5) hours of flight time as pilot in command in the aircraft specific make and model of multiengine airplane, helicopter or airplane sustained by power accordingly.

**Article 215:** Flight Instructor ratings to train applicants for flight instructors for the first time:

1. (1) No flight instructor may provide instruction to another pilot who has never owned a Flight Instructor License unless the flight instructor:
2. a.Posea a current license or Earth Flight Instructor with appropriate clearances, have held this license for at least 24 months and have given at least 40 hours of ground training.
3. b. Possess a current license or flight instructor with the appropriate land and has taught at least 100 hours of ground training on a course that has been approved by the CAA.
4. c.Reúna eligibility requirements prescribed in Chapter Flight Instructor.
5. d. To Ratings workouts in preparation for aircraft, rotorcraft, or Sustained Aircraft Power has been given for at least two hundred (200) hours of flight training as a flight instructor.
6. e.Para training in preparation for the Empowerment of gliders, has given at least eighty (80) hours of flight training as a flight instructor.

**Article 216:** *Prohibition against self-certifications:* A flight instructor may not be certified for any (s) License (s), clearances, flight review, authorization, operational authority, knowledge or practical tests that are required by this Book.

**Article 217:** *Instructions for Category II and III:* A flight instructor may not provide training in operations of category II or III unless the flight instructor has been trained and approved in categories II and III operations applicable.

**APPENDIX TO BOOK VI RACP**

**REQUIREMENTS OF LANGUAGE PROFICIENCY**

**FOR COMMUNICATIONS RADIOTELEPHONY**

**(See Section One)**

**1. General**

The requirements of the ICAO language proficiency include the holistic descriptors in section 2 of this appendix and the ICAO Operational Level (Level 4) scale of language proficiency rating of ICAO in Attachment. These requirements apply to the use of phraseology and plain language.

To meet the requirements prescribed proficiency in laSección One of this Standard, the license applicant or holder shall demonstrate, in a form acceptable to the CAA, through the Directorate of Aviation Safety that meets holistic descriptors contained in paragraph 2 of this appendix and the ICAO Operational Level (Level 4) of the rating scale of the ICAO language proficiency.

**2. Holistic descriptors**

Proficient speakers shall:

a) communicate effectively in oral treatment only (telephone / radio) and direct contact situations;

b) communicate with precision and clarity on common, concrete and related work;

c) use appropriate communication strategies to exchange messages and to recognize and resolve misunderstandings (eg to verify, confirm or clarify information) in a general context or related work;

d) handle successfully and with relative ease language difficulties or complications arising from unexpected changes that occur within the context of a routine work situation or communicative task that otherwise they are familiar, and

e) use a dialect or accent which is intelligible to the aeronautical community.

