



CAR PART II

CHAPTER – 1 LICENSING AND RATING REQUIREMENTS

UNCONTROLLED COPY WHEN DOWNLOADED
Check with GCAA Website to verify current version before using

RECORD OF AMENDMENTS

Rev. No	Date of issue	Entered by
Revision 01	20 July 2010	GCAA Regulation and Investigation Section
Revision 02	13 September 2010	GCAA Regulation and Investigation Section
Revision 03	31 December 2011	GCAA Policy, Regulation and Planning Department
Issue 02	November 2012	GCAA Policy, Regulation and Planning Department
Issue 02 Rev 01	June 2013	GCAA Policy, Regulation and Planning Department
Issue 02 Rev 02	August 2013	GCAA Policy, Regulation and Planning Department
Issue 03 Rev 00	January 2015	GCAA Policy ,Regulation and Planning Department

AMENDMENTS HISTORY

Amendment	Source(s)	Subject(s)	Effective Date
Revision 01 20 July 2010	<i>These changes have been incorporated based on input from the Licensing Committee as well as requirements set forth by ICAO Annex 1 revisions 168 and 169B.</i> <i>European organisation for the safety of air navigation(8/2/2006) & Aeromedical committee recommendation 2009</i> <i>Amendment 167 ICAO Annex 1</i> <i>Aeromedical committee recommendation 2009</i> <i>Amendment 167 ICAO Annex 1 recommendation</i>	• CAR Part II – Section 1 – All sections have been updated to reflect the requirements of ICAO Annex 1 and as such various grammatical changes have been made as well as the inclusion of new text. • CAR Part II – Section 1 – A new section has been added relating to the provisions of transfer of safety oversight responsibilities related to Article 83 bis. • ATC Medical certification validation • Flight Engineer and Private Pilot Medical certification validity • Cabin crew Medical certification validity • Random Alcohol and Drug testing	20 July 2010
Revision 02 13 September 2010	<i>These changes have been incorporated based on updated information and new page numbering</i>	• CAR Part II – Section 1 – Changes to section on logging of flight time and pilot logbooks • CAR PART II – Section 1 – Addition of paragraph relating to recency of experience • CAR PART II – Section 1 – Addition of paragraph relating to Appeals Process	13 September 2010
Revision 03	<i>These changes have</i>	• CAR Part II – Section 1.17 – changes to	31

31 December 2011	<i>been incorporated to conform with international standards & recommended practices.</i>	Licence holders over the age of 60.	December 2011
Issue 2 November 2012	<i>These changes have been incorporated to conform with international standards & recommended practices.</i>	• Section 1.5.3 – Changes to period of validity of a medical certificate. • Section 1.5.5.3 – Medical Examiners practical knowledge • Section 1.5.5.4 – Competence of a medical examiner shall be evaluated by AI.	November 2012
Issue 02 Rev 01 May 2013	<i>These changes have been incorporated to conform with international standards & recommended practices.</i>	Removal of sentence regarding the expiry date of the medical certificates	May 2013
Issue 2 Revision 02 July 2013	<i>These changes have been incorporated to conform with international standards & recommended practices.</i>	Section 1.6 MEDICAL FITNESS REPORT REQUIREMENTS	July 2013
Issue 3 Revision 00 January 2015	<i>These changes have been incorporated to conform with international standards & recommended practices</i>	Section 1.6 Medical Fitness Report Requirements amended	January 2015

TABLE OF CONTENTS

RECORD OF AMENDMENTS.....	2
AMENDMENTS HISTORY.....	3
1.0 LICENSING AND RATING REQUIREMENTS.....	6
1.1 APPLICABILITY	6
1.2 REQUIREMENT FOR LICENCES, RATINGS AND AUTHORIZATIONS	7
1.2.1 PILOT LICENCE.....	7
1.2.2 PILOT LICENCE FOREIGN AIRCRAFT	7
1.2.3 MEDICAL CERTIFICATE	7
1.2.4 FLIGHT INSTRUCTOR RATING.....	7
1.2.5 INSTRUMENT RATING	8
1.2.6 CATEGORY II/III PILOT AUTHORIZATION.....	8
1.3 AUTHORITY TO ACT AS A FLIGHT OR CABIN CREW MEMBER.....	8
1.4 METHOD OF RENDERING A LICENCE VALID.....	8
1.5 MEDICAL FITNESS	8
1.6 MEDICAL FITNESS REPORT REQUIREMENTS	11
1.7 DEFERRAL OF MEDICAL EXAMINATION.....	12
1.8 DECREASE IN MEDICAL FITNESS	12
1.9 INCAPACITY OF A LICENCE HOLDER.....	13
1.10 DRUG SCREENING	13
1.11 VALIDITY OF LICENCES	14
1.11.1 GENERAL.....	14
1.11.2 PILOT LOGBOOK ENTRIES	14
1.11.3 LOGGING OF PILOT TIME	14
1.11.4 PRESENTATION OF LOGBOOK	15
1.12 FALSIFICATION OF LOGBOOKS, LICENCES OR APPLICATIONS.....	15
1.13 LICENCE RENEWAL.....	16
1.14 LANGUAGE PROFICIENCY.....	16
1.15 RECENCY OF EXPERIENCE	16
1.16 TRANSFER OF SAFETY OVERSIGHT RESPONSIBILITIES (Article 83 bis).....	17
1.17 LICENCE HOLDERS OVER THE AGE OF 60.....	17
1.18 APPEALS PROCESS	18

CHAPTER 1

1.0 LICENSING AND RATING REQUIREMENTS

This is Issue 3 of CAR PART II, Chapter 1. The changes have based on the NPA 20/2014, except that the planned introduction of LSA Medical certificate assessment has been removed from this final document.

1.1 APPLICABILITY

These Regulations prescribe the requirements for issuance of the following licences and ratings and the conditions under which those licences and ratings are necessary and the privileges and limitations of those licences and ratings:

(a) Flight Crew

- Private Pilot-Aeroplane
- Commercial Pilot-Aeroplane
- Airline Transport Pilot-Aeroplane
- Instrument-Aeroplane
- Private Pilot-Helicopter
- Commercial Pilot-Helicopter
- Airline Transport Pilot-Helicopter
- Instrument-Helicopter
- Flight Instructor
- Flight Engineer
- Private Pilot-Balloon
- Commercial Pilot-Balloon

(b) Cabin Crew

(c) Air Traffic Controller

(d) Flight Dispatcher

1.2 REQUIREMENT FOR LICENCES, RATINGS AND AUTHORIZATIONS

1.2.1 PILOT LICENCE

1.2.1.1 Unless specifically authorized by the GCAA, no person may act as pilot in command or in any other capacity as a required pilot flight crewmember of a civil aircraft of United Arab Emirates registry unless he/she has in his/her personal possession a valid pilot licence issued to him/her under these Regulations, or a UAE validation of his/her foreign licence, and appropriate to the duties to be performed by that person.

1.2.1.2 The issuance of a licence by the GCAA permits the holder of a licence to exercise only the privileges granted by that licence.

1.2.1.3 The GCAA may suspend, vary or refuse to grant any licence or rating issued under these Regulations.

1.2.2 PILOT LICENCE FOREIGN AIRCRAFT

1.2.2.1 No person may, within the United Arab Emirates, act as pilot in command or in any other capacity as a required pilot flight crewmember of a civil aircraft of foreign registry based in the United Arab Emirates unless he/she has in his/her personal possession a licence issued by the State of Registry of that aircraft or by any other ICAO Contracting State and rendered valid by the State of Registry of that aircraft.

1.2.2.2 The UAE validation shall be carried with the foreign licence and the validity shall not extend beyond the period of validity of the foreign licence.

1.2.3 MEDICAL CERTIFICATE

No person may act as pilot in command or in any other capacity as a required pilot flight crewmember of an aircraft under a licence issued to him under these Regulations, unless he/she has in his/her personal possession an appropriate and current medical certificate issued under these Regulations.

1.2.4 FLIGHT INSTRUCTOR RATING

No person other than the holder of a flight instructor rating with an appropriate category and class rating (and type rating if applicable) issued by the GCAA may:

- (a) give any of the flight instruction required to qualify for a solo flight, solo cross-country flight, or for the issue of a pilot or flight instructor licence or rating;
- (b) endorse a student pilot licence or logbook for solo operating privileges.

However, the holder of an airline transport pilot licence may provide the required training for air transportation service within the category, class and type ratings for which he/she holds.

1.2.5 INSTRUMENT RATING

No person may act as pilot in command of a civil aircraft under instrument flight rules or at night in weather conditions less than the minimum prescribed for VFR flight, unless-

- (a) in the case of an aeroplane, he/she holds an instrument rating or an airline transport pilot licence with an aeroplane category rating;
- (b) in the case of a helicopter, he/she holds a helicopter instrument rating or an airline transport pilot licence with a helicopter category rating not limited to VFR.

1.2.6 CATEGORY II/III PILOT AUTHORIZATION

- (a) No person may act as pilot in command of a civil aircraft in a Category II/III operation unless he/she holds a current Category II/III pilot authorization for that type aircraft or, in the case of a civil aircraft of foreign registry, he/she is authorized by the country of registry to act as pilot in command of that aircraft in Category II/III operations.
- (b) No person may act as second in command of a civil aircraft in a Category II/III operation unless he/she holds a current appropriate instrument rating or an appropriate airline transport pilot licence or, in the case of a civil aircraft of foreign registry, he/she is authorized by the country of registry to act as second in command of that aircraft in Category II/III operations.

1.3 AUTHORITY TO ACT AS A FLIGHT OR CABIN CREW MEMBER

A person shall not act as a flight or cabin crew member of a U.A.E. registered civil aircraft unless he/she holds a valid licence showing compliance with the specifications appropriate to his/her duties and issued by the GCAA or issued by any other ICAO Contracting State and rendered valid by the GCAA.

1.4 METHOD OF RENDERING A LICENCE VALID

When the GCAA renders valid a licence issued by another ICAO Contracting State, as an alternative to the issuance of its own licence, validity shall be established by suitable authorization to be carried with the former licence accepting it as the equivalent of the latter. The validity of the authorization shall not extend beyond the period of validity of the licence.

1.5 MEDICAL FITNESS

1.5.1 For the purposes of these Regulations, the use of the words Medical Assessment and

Medical Examination are synonymous.

- 1.5.2 An applicant for a licence shall, when applicable, hold a Medical Assessment issued in accordance with the provisions of Chapter 5.
- 1.5.3 The period of validity of a Medical Certificate shall begin on the day the medical examination is performed. The duration of the period of validity shall be in accordance with the provision of 1.6.

Note.— the calendar day on which the Medical Assessment expires remain constant year after year by allowing the expiry date of the current Medical Assessment to be the beginning of the new validity period under the proviso that the medical examination takes place during the period of validity of the current Medical Assessment but no more than 45 days before it expires.

- 1.5.4 Except as provided in paragraph 1.6 below, a licence holder shall not exercise the privileges of their licence unless they hold a current medical assessment appropriate to the licence.
- 1.5.4.1 The period of validity of a medical assessment may be extended, at the discretion of the GCAA, up to 45 days.
- 1.5.5 The GCAA will designate medical examiners, qualified and licensed in the practice of medicine, to conduct medical assessments of applicants for medical certificates required for licensing.
- 1.5.5.1 Medical examiners shall have had, or shall receive, training in aviation medicine, and shall receive refresher training at regular intervals. Before designation, medical examiners shall demonstrate adequate competency in aviation medicine.
- 1.5.5.2 The GCAA shall ensure the Aeromedical Examiner has adequate facilities, including all required testing equipment in current calibration and good working condition, to support the conduct of Aeromedical assessments.
- 1.5.5.3 Medical examiners shall acquire practical knowledge and experience of the conditions in which the holders of licences and ratings carry out their duties.

Note. — Examples of practical knowledge and experience are flight experience, simulator experience, on-site observation or any other hands-on experience deemed by the Licensing Department to meet this requirement.

- 1.5.6 Applicants for licences or ratings for which medical fitness is prescribed shall sign and furnish to the medical examiner a declaration stating whether they have previously undergone such an examination and, if so, the date, place and result of the last examination. They shall indicate to the examiner whether a Medical assessment has been previously been refused, revoked or suspended and if so, the reason for such refusal, revocation or suspension.

- 1.5.6.1 Any false declaration to a medical examiner made by an applicant for a licence or rating shall be reported to the GCAA for such action as may be considered appropriate.
- 1.5.7 Having completed the medical examination of the applicant in accordance with Chapter 5, the medical examiner shall coordinate the results of the examination and submit a signed report, or equivalent, to the Licensing Department, in accordance with its requirements, detailing the results of the examination and evaluating the findings with regard to medical fitness.
- 1.5.7.1 The Aeromedical Examiner shall maintain a record of each medical assessment administered including a copy of the medical report, for at least five years.
- 1.5.7.2 If the medical report is submitted to the GCAA in electronic format, adequate identification of the examiner shall be established.
- 1.5.7.3 If the medical examination is carried out by two or more medical examiners, the GCAA shall appoint one of these to be responsible for coordinating the results of the examination, evaluating the findings with regard to medical fitness, and signing the report.
- 1.5.8 The GCAA shall use the services of physicians experienced in the practice of aviation medicine who will fulfil the function of the Aeromedical Inspector to evaluate reports submitted for licensing.
- 1.5.8.1 The medical examiner shall be required to submit sufficient medical information to the GCAA to audit Medical assessments.

Note. — The purpose of such auditing is to ensure that medical examiners meet applicable standards for good practice.

- 1.5.9 When, in the opinion of the Aeromedical Examiner, the applicant's medical condition does not meet the medical standards prescribed in Chapter 5 for a particular licence a medical assessment shall not be issued or renewed, unless, the following conditions are fulfilled:
- (a) an accredited medical conclusion indicates that in special circumstances the applicant's failure to meet any requirement, whether numerical or otherwise, is such that exercise of the privileges of the licence applied for is not likely to jeopardize flight safety;
 - (b) relevant ability, skill and experience of the applicant and operational conditions have been given due consideration; and
 - (c) the licence is endorsed with any special limitation or limitations when the safe performance of the licence holder's duties is dependent on compliance with such limitation or limitations.

- 1.5.10 Medical Confidentiality shall be respected at all times.
- 1.5.11 All medical reports and records shall be securely held with accessibility restricted to authorized personnel.
- 1.5.11.1 When justified by operational considerations, the Aeromedical Inspector shall determine to what extent pertinent medical information is presented to relevant officials of the GCAA.

1.6 MEDICAL FITNESS REPORT REQUIREMENTS

- 1.6.1 Except as provided in 1.6.2, 1.6.3, 1.6.4, 1.6.5, 1.6.6 and 1.7, a Medical Assessment issued in accordance with 1.5.6 and 1.5.7 shall be valid from the date of the medical examination for a period not greater than:

60 months for the private pilot licence — aeroplane and helicopter;
12 months for the commercial pilot licence — aeroplane, and helicopter;
12 months for the multi-crew pilot licence — aeroplane;
12 months for the airline transport pilot licence — aeroplane and helicopter;
60 months for the free balloon pilot licence;
12 months for the flight engineer licence;
24 months for the air traffic controller licence;
60 months for Cabin crew licence;

Note 1. — The periods of validity listed above may be extended by up to 45 days in accordance with 1.5.4.1.

Note 2. — When calculated in accordance with 1.6.1 and its sub-paragraphs, the period of validity will, for the last month counted, include the day that has the same calendar number as the date of the medical examination or, if that month has no day with that number, the last day of that month.

- 1.6.2 The period of validity of a Medical Assessment may be reduced when clinically indicated.
- 1.6.3 When the holders of airline transport pilot licences — aeroplane, and helicopter, and commercial pilot licences — aeroplane, and helicopter, who are engaged in single-crew commercial air transport operations carrying passengers, have passed their 40th birthday, the period of validity specified in 1.6.1 shall be reduced to six months.
- 1.6.4 When the holders of airline transport pilot licences — aeroplane, and helicopter, commercial pilot licences — aeroplane, and helicopter, and multi-crew pilot licences — aeroplane, who are engaged in commercial air transport operations, have passed their 60th birthday, the period of validity specified in 1.6.1 shall be reduced to six months.

- 1.6.5 When the holders of private pilot licences — aeroplane, and helicopter, free balloon pilot licences, licences have passed their 40th birthday, the period of validity specified in 16.1 shall be reduced to 24 months.
- 1.6.6 When the holders of air traffic controller licenses have passed their 40th birthday, the period of validity specified in 1.6.1 shall be reduced to 12 months.
- 1.6.7 When the holders of private pilot licences — aeroplane and helicopter, free balloon pilot licences, and air traffic controller licences have passed their 50th birthday, the period of validity specified in 1.6.1 should be further reduced to 12 months.
- 1.6.8 When the holders of Cabin Crew licences have passed their 40th birthday, the period of validity specified in 1.6.1 shall be reduced to 24 months.

Note.— The periods of validity listed above are based on the age of the applicant at the time of undergoing the medical examination.

1.7 DEFERRAL OF MEDICAL EXAMINATION

The prescribed re-examination of a licence holder operating in an area distant from designated medical examination facilities may be deferred at the discretion of the GCAA, provided that such deferment shall only be made as an exception and shall not exceed:

- (a) a single period of six months in the case of a flight crew member of an aircraft engaged in non-commercial operations;
- (b) two consecutive periods each of three months in the case of a flight and cabin crew member of an aircraft engaged in commercial operations provided that in each case a favourable medical report is obtained after examination by a designated medical examiner of the area concerned, or, in cases where such a designated medical examiner is not available, by a physician legally qualified to practice medicine in that area. A report of the medical examination shall be sent to the GCAA where the licence was issued;
- (c) in the case of a private pilot, a single period not exceeding 24 months where the medical examination is carried out by an examiner designated under paragraph 1.5.5 above, by the ICAO Contracting State in which the applicant is temporarily located. A report of the medical examination must be received by the GCAA before flying activities are conducted by the applicant.

1.8 DECREASE IN MEDICAL FITNESS

- 1.8.1 Licence holders shall not exercise the privileges of their licences and related ratings at any time when they are aware of any deterioration in their medical fitness, which might render them unable to safely exercise these privileges.
- 1.8.2 License holders shall inform the GCAA of any decrease in medical fitness of duration of

more than 20 days or which continued treatment with prescribed medication or which has required hospital treatment.

1.9 INCAPACITY OF A LICENCE HOLDER

- 1.9.1 A holder of a flight or cabin crew licence granted under the provisions of this Part is required to notify the GCAA of any incapacitating injury or absence due to sickness in excess of 20 consecutive days and all female licence holders are to provide confirmation of pregnancy, as/when appropriate.
- 1.9.2 A holder of a flight crew licence granted under the provisions of this Part, who suffers a personal injury or illness resulting in his/her incapacity to undertake the functions to which the licence relates for a continuous period of 20 days or more, shall be deemed to have his/her licence suspended upon the elapse of such period of injury or illness.
- 1.9.3 The suspension of a licence shall only be lifted by the Aeromedical Section of the GCAA, after assessment of the licence holder's fitness to fly.
- 1.9.4 The GCAA may convene an Aeromedical Evaluation Board to assist in the assessment.

1.10 DRUG SCREENING

- 1.10.1 Any license holder shall not exercise the privileges of their license and related rating while under the influence of any psychoactive substance which might render them unable to safely and properly exercise these privileges.

- 1.10.2 Any license holder shall not engage in any problematic use of substances.

- 1.10.3 General

The GCAA requires that a drug screening test shall be conducted as part of the medical assessment for the initial issue of all GCAA licences and as otherwise required by the GCAA.

- 1.10.4 Pre-employment Screening Test

The screening shall consist of a urine sample taken by a UAE Aeromedical Examiner and analysed by a recognised laboratory for amphetamines, barbiturates, benzodiazepines, cannabis, opiates and other psychoactive substances.

- 1.10.5 Random Testing For Psychoactive Substances

A holder of a GCAA licence may be subjected to random test to indicate the use of Alcohol and /or psychoactive substances

- 1.10.6 Test Information

Any test information obtained by the GCAA under paragraph (1.10.5& 1.10.6) above may be evaluated in determining a person's qualifications for any GCAA licence or possible violations of this Chapter and may be used as the basis for suspension or sanctions against that licence as well as used as evidence in any legal proceeding.

1.11 VALIDITY OF LICENCES

1.11.1 GENERAL

Unless otherwise directed by the GCAA, the validity period of the license shall be eight years from the date of issue.

Privileges granted by a licence, or by related ratings, shall not be exercised unless the holder maintains competency and meets the requirements for recent experience.

The aeronautical training and experience used to meet the requirements for a licence or rating, or the recent flight experience requirements of these Regulations, must be shown by a reliable record.

1.11.2 PILOT LOGBOOK ENTRIES

Each pilot shall enter the following information for each flight or lesson logged:

- (a) General
 - i. Date.
 - ii. Total time of flight.
 - iii. Place, or points of departure and arrival, and number of landings.
- (b) Type of pilot experience or training
 - i. Pilot in command or solo.
 - ii. Second in command.
 - iii. Flight instruction received from an authorized flight instructor.
 - iv. Instrument flight instruction from an authorized flight instructor.
 - v. Pilot ground trainer instruction.
- (c) Conditions of flight
 - i. Day or night
 - ii. Actual instrument.
 - iii. Simulated instrument conditions.

1.11.3 LOGGING OF PILOT TIME

- (a) Solo flight time. A pilot may log as solo flight time only that flight time when he/she is the sole occupant of the aircraft.
- (b) Pilot-in-command flight time.

- i. A private or commercial pilot may log pilot-in-command time for only that flight time during which that pilot is the sole manipulator of the controls of an aircraft for which the pilot is rated, or, when the pilot is the sole occupant of the aircraft, or, when acting as pilot in command of an aircraft on which more than one pilot is required under the type certification of the aircraft, or the regulations under which the flight is conducted.
 - ii. An airline transport pilot may log as pilot-in-command time all of the flight time during which he/she acts as pilot-in-command.
 - iii. A flight instructor may log as pilot-in-command time all flight time during which he/she acts as a flight instructor.
- (c) Second-in-command flight time. A pilot may log as second-in-command time all flight time during which he/she acts as second-in-command of an aircraft on which more than one pilot is required under the type certification of the aircraft, or the regulations under which the flight is conducted.
 - (d) Instrument flight time. A pilot may log as instrument flight time only that time during which he/she operates the aircraft solely by reference to instruments, under actual or simulated instrument flight conditions. An instrument flight instructor may log as instrument time that time during which he/she acts as instrument flight instructor in actual instrument weather conditions.
 - (e) Instruction time. All time logged as flight instruction, instrument flight instruction, pilot ground trainer instruction, or ground instruction time must be certified by the appropriate rated and certified instructor from whom it was received or the Chief Flying Instructor or equivalent. Certification may be entered in the candidate's log book as an individual or monthly entry for instruction time credited for a licence or aircraft rating, or in organizational documentation in all other cases.

1.11.4 PRESENTATION OF LOGBOOK

- (a) A pilot must present his/her logbook for inspection upon request by the GCAA.
- (b) A student pilot must carry his/her or her logbook with him/her on all solo cross- country flights, as evidence of the required instructor clearances

1.12 FALSIFICATION OF LOGBOOKS, LICENCES OR APPLICATIONS

No person shall make or cause to be made:

- (a) Any fraudulent or intentionally false statement on any application for a licence, rating or duplicate thereof, issued under this Part;
- (b) Any fraudulent or intentionally false entry in any logbook, record or report that is required to be kept, made, or used, to show compliance with any

requirement of the issuance, or exercise of the privileges, of any licence or rating under this Part;

- (c) Any reproduction, for fraudulent purposes, of any licence or rating under this Part; and
- (d) Any alteration of any licence or rating under this Part;
- (e) Any false declaration to a medical examiner in respect to a licence or rating.

The commission by any person of an act prohibited under this paragraph is a basis for suspending or revoking any licence or rating held by that person.

1.13 LICENCE RENEWAL

A licence holder may apply for the renewal of a licence up to 60 days prior to the expiry date.

1.14 LANGUAGE PROFICIENCY

Aeroplane, helicopter and free balloon pilots who are required to use the radio telephone aboard an aircraft shall demonstrate the ability to speak and understand the English language as used for radiotelephony communications.

As of 05 March, 2008, aeroplane, helicopter and balloon pilots, shall demonstrate the ability to speak and understand the English language to the level specified in the language proficiency requirements in ICAO Annex 1, Appendix.

As of 05 March, 2008, the language proficiency of aeroplane, helicopter and balloon pilots, who demonstrate proficiency below the Expert Level (Level 6) as stated in the ICAO Annex 1, Appendix, shall be formally evaluated at intervals in accordance with an individual's demonstrated proficiency level, as follows:

- (a) those demonstrating proficiency at the Operational Level (Level 4) shall be evaluated once every three years; and
- (b) those demonstrating proficiency at the Extended Level (Level 5) shall be evaluated once every six years.

1.15 RECENCY OF EXPERIENCE

- (a) A pilot shall not operate an aeroplane carrying passengers as pilot-in-command or co-pilot unless he has carried out at least three take-offs and three landings as pilot flying in an aeroplane of the same type/class or a flight simulator of the aeroplane type/class to be used, in the preceding 90 days; and
- (b) The holder of a licence that does not include a valid instrument rating (aeroplane) shall not act as pilot-in-command of an aeroplane carrying

passengers at night unless during the previous 90 days at least one of the take-offs and landings required by paragraph (a) above has been carried out at night.

1.16 TRANSFER OF SAFETY OVERSIGHT RESPONSIBILITIES (Article 83 bis)

In any such case when the GCAA has allowed the leasing of a foreign registered aircraft for operation in the UAE with a UAE AOC Holder (Lease In) or the leasing of a UAE registered aircraft for operation outside the UAE with a foreign AOC Holder (Lease out).

The designated Licensing Inspector from the Licensing and Aeromedical Department of the GCAA finalizing the “Personnel Licensing” part of the Transfer of Safety Oversight Responsibilities – Agreement shall be responsible for the following types of Licences:

- (a) Pilots Licences
- (b) Flight Engineers Licences
- (c) Aircraft Maintenance Engineers Licences
- (d) Flight Dispatcher Licences
- (e) Cabin Crew Licences

Main factors to be considered for a ‘Lease In’ case shall be the Annex-1 functions that shall remain with the State of Registry. After ensuring that the State of Registry meets the ICAO Standards for Personnel Licensing & Aeromedical; unless objected, it would be deemed appropriate that the ‘Personnel Licensing’ functions stay with the State of Registry. GCAA shall be responsible for rendering valid the foreign licences.

Main factors to be considered for a ‘Lease out’ case shall be to ensure that the Annex-1 functions remain with UAE GCAA. The State of the Operator shall be satisfied with the UAE GCAA compliance with ICAO Standards for Personnel Licensing & Aeromedical. The State of the Operator shall be responsible for rendering valid the UAE GCAA issued licences.

The agreed upon transferred functions shall be forwarded to the Director General – GCAA or his Deputy for inclusion in the final agreement.

1.17 LICENCE HOLDERS OVER THE AGE OF 60

The following curtailment of privileges of pilot licence holders aged 60 years or more apply with immediate effect:

- (a) Age 60-64. The holder of a pilot licence who has attained the age of 60 years shall not act as a pilot of an aircraft engaged in commercial air transport operations except;
 - i. As a member of a multi-pilot crew; and
 - ii. Such holder is the only pilot in the flight crew who has attained age 60.
- (b) Age 65. The holder of a pilot licence who has attained the age of 65 years shall not act as a pilot of an aircraft engaged in commercial air transport operations.

1.18 APPEALS PROCESS

A licence holder or applicant is entitled to appeal against any decision, action or ruling made by the GCAA in respect to a licensing issue. A licence holder or applicant has all legal rights and remedies available to him/her under UAE law to pursue an appeal, which may, or may not, result in a re-assessment of the decision, action or ruling. It is essential that the initial appeal from the licence holder or applicant is made in writing to the Head of Licensing and Aeromedical at the earliest opportunity. The appeal should include the specific decision, action or ruling involved with copies of any supporting documentation.