

**Kingdom of Saudi Arabia
General Authority of Civil Aviation**

GACA REGULATION

**Section 1
Personnel Licensing**

Edition 4.0

FOREWORD

The following Regulations governing Personnel Licensing are based on Articles 1, 2, 3, 4, 5, 10, 16, 24, 49, 50, 51, 52, 53, 59, 67, 89, 90, 91, 92, 93, 94, 95, 175 and 177 of the Civil Aviation Act that has been approved by the Council of Ministers Resolution No. 185 dated 17/07/1426H and issued by the Royal Decree No. M/44 dated 18/07/1426H. (23/08/2005G).

The promulgation of this regulation is based on the authority granted in Article 179 of the Civil Aviation Act, and is issued under the authority of the President, General Authority of Civil Aviation, as a duly delegated representative of the GACA Board of Directors, in accordance with Order No.T-41, dated 30/12/1429H (28/12/2008G).

The General Authority of Civil Aviation is responsible for the preparation and distribution of all regulations in sufficient quantities so that all service providers and aircraft operators based in the Kingdom of Saudi Arabia are able to obtain an authentic copy prior to the effective date of the Regulation.

APPROVED:

Original Signed

Fahad Bin Abdullah M. Al Saud
President, General Authority of Civil Aviation,

Effective Date: 13 November 2014

CONTENT RULES

1) Organization Structure:

- a) GACA has established a Certification and Licensing Section (C&L) within the Aviation Standards Department (ASD) of the Safety and Air Transport Sector (S&AT) with the following responsibilities:
1. Ensure and enforce compliance with the applicable regulations and procedures of GACAR Section 1, including the identification of conditions and circumstances under which C&L is allowed to deal with, and resolve events involving certain deviations internally, within the context of this regulation,
 2. Issue and renew licenses for flight crew members, airmen, air traffic controllers, dispatchers and cabin crew members;
 3. Validate foreign licenses issued to airmen by another ICAO member state;
 4. Issue and/or approve certification of aviation training institutions;
 5. Register and de-register aircraft;
 6. Investigate and recommend appropriate action in enforcement cases involving licensed personnel;
 7. Maintain current database for airmen licenses and aircraft registrations;
 8. Ensure and enforce compliance with the applicable regulations and procedures of GACAR Section 1 – Personnel Licensing; and
 9. Perform safety oversight functions including audits, inspections, investigations and data analysis; on pre-established annual audit program and frequent inspections of areas of greater safety concern or need, as identified by the analysis of Data, or as instructed by Senior Management.
- b) GACA has also established an Aviation Medicine Section (AM) within the Aviation Standards Department (ASD) of Safety and Air Transport Sector (S&AT) with the following responsibilities:
1. Establish medical standards for certification of airmen and air traffic control specialists;
 2. Select, and appoint designated physicians to medically certify airmen, flight engineers, and repairmen;
 3. Oversee and monitor the medical certification process of airmen, flight engineers, and repairmen conducted by appointed physicians;
 4. Investigate medical appeal cases and take necessary decisions and actions;
 5. Conduct medical training and seminars for airmen;
 6. Oversee an aviation drug testing program;
 7. Establish guidelines to deal with epidemics and diseases; and
 8. Participate in accident and incident investigation.

2) **Rules of Construction**

- a) To avoid any misunderstanding within this regulation, certain words are to be interpreted as having specific meanings when they are used, unless the context requires otherwise:
- (1) Words importing the singular include the plural;
 - (2) Words importing the plural include the singular; and
 - (3) Words importing the masculine gender include the feminine.
- b) In this regulation, the following protocol is used:
- (1) the words "**shall**" and "**must**" indicate that compliance is compulsory;
 - (2) The word "**should**" indicates a recommendation. It does not mean that compliance is optional but rather that, where insurmountable difficulties exist, the GACA-S&AT may accept an alternative means of compliance, provided that an acceptable safety assurance from the Air Navigation Services shows that the safety requirements will not be reduced below that intended by the requirement.
 - (3) The word "**Can**" or "**May**" is used in a permissive sense to state authority or permission to do the act prescribed, and the words "no person may * * *" or "a person may not * * *" mean that no person is required, authorized, or permitted to do the act prescribed;
 - (4) The word "**will**" is used to express the future; and
 - (5) The word "**includes**" means "**includes but is not limited to**".

AMENDMENT PROCEDURE

The existing General Authority of Civil Aviation Regulations (GACAR) will be periodically reviewed to reflect the latest updates of International Civil Aviation Organization (ICAO) Standards and Recommended Practices (SARPs); it will be also amended to reflect the latest aviation safety provisions issued by GACA and other regional and international civil aviation organizations. A complete revised edition incorporating all amendments will be published every three years from the original effective date of this regulation. The amendment procedure shall be as follows;

1. When the General Authority of Civil Aviation (GACA) receives an amendment to any of the current ICAO Annexes that can affect the provisions of this regulation, it will be forwarded by the Vice President of International Organization Affairs to the Assistant Vice President, Safety and Air Transport (S&AT) who in turn will forward it to Aviation Regulation Department to coordinate with the concerned department to study and comment, taking into account the ICAO deadline for the reply.
2. When any GACA department or stakeholder proposes an amendment to this regulation, it will send a letter with the proposed amendment including a clear justification and argument for such amendment. Following the receipt of an amendment proposal, the S&AT will analyze this proposal and forward its comments and any proposed decision action to the S&AT Assistant Vice President.
3. An accepted amendment proposal will be prepared as draft amendment to the GACAR-Section 1 and forwarded to the originator of the amendment proposal and concerned GACA department(s) for further review and comment within a specified timeline.
4. All accepted amendments will be drafted in the form of Notices of Proposed Amendments (NPA) and forwarded to all concerned parties including stakeholders for comment within a two-month reply period. The NPA shall indicate the proposed Amendment's effective date.
5. Following the receipt of NPA replies, the S&AT will analyze the comments received and produce a new draft in consultation with the concerned GACA department. The final draft will be submitted to President of the General Authority of Civil Aviation for formal approval prior to publication.
6. The Amendment's effective date will take into account the comments of all the concerned parties and stakeholders.
7. Any differences between the GACAR Section 1 new amendment and ICAO Annex 1 Standards and Recommended Practices will be forwarded to ICAO as a Difference and published as it is in the Aeronautical Information Publication (AIP).
8. All concerned parties and stakeholders will be provided a copy of the new amendment and will be requested to update their copy of the GACAR Section 1 accordingly.
9. It is the responsibility of all concerned parties to keep their copy of GACAR-Section 1 and other GACA regulation publication up to date.

SUPPLEMENTARY REGULATIONS

From time to time it will be necessary to issue regulations which supplement or augment the GACA Regulations. The following procedures will apply:

1. Supplementary regulations will be issued in the form of a GACA Regulation Circular (RC).
2. The GACA Regulation Circular will be approved by the President.
3. The process for preparation and publishing of the GACA Regulation Circular will be addressed in the GACA Quality System Manual.



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LIST OF CURRENT DIFFERENCES TO ICAO SARPS

The following is a list of differences between the GACA Regulation and the ICAO Standards and Recommended Practices (SARPS). Where differences exist they have been notified to ICAO and are also published in the KSA Aeronautical Information Publication (AIP-GEN 1.7).

ICAO Annex 1 – PERSONNEL LICENSING – Amendment 172

SARP Identifier	SARP	GACA Regulation Reference	Level of implementation of SARP's
Chapter 1 Reference Definition	Airmanship. The consistent use of good judgement and well-developed knowledge, skills and attitudes to accomplish flight objectives.	GACAR/FAR 61	Different in character or other means of compliance
Chapter 1 Reference Definition	Airship. A power-driven lighter-than-air aircraft.	GACAR/FAR 1.1	Different in character or other means of compliance
Chapter 1 Reference Definition	Competency element. An action that constitutes a task that has a triggering event and a terminating event that clearly defines its limits, and an observable outcome.	GACAR/FAR 61, Practical Test Standards	Different in character or other means of compliance
Chapter 1 Reference Definition	Competency unit. A discrete function consisting of a number of competency elements.	GACAR/FAR 61, Practical Test Standards	Different in character or other means of compliance
Chapter 1 Reference Definition	Competency. A combination of skills, knowledge and attitudes required to perform a task to the prescribed standard.	GACAR/FAR 61.43(a) (3)	Different in character or other means of compliance
Chapter 1 Reference Definition	Credit. Recognition of alternative means or prior qualifications.	GACAR/FAR 61.43(f)	Different in character or other means of compliance
Chapter 1 Reference Definition	Flight procedures trainer. See Flight simulation training device.	GACAR/FAR 61.1(b)(7)	Different in character or other means of compliance
Chapter 1 Reference Definition	Flight time — helicopters. The total time from the moment a helicopter's rotor blades start turning until the moment the helicopter finally comes to rest at the end of the flight, and the rotor blades are stopped.	GACAR/FAR 1.1	Different in character or other means of compliance
Chapter 1 Reference Definition	Glider flight time. The total time occupied in flight, whether being towed or not, from the moment the glider first moves for the purpose of taking off until the moment it comes to rest at the end of the flight.	GACAR/FAR 1.1	Different in character or other means of compliance
Chapter 1 Reference Definition	Glider. A non-power-driven heavier-than-air aircraft, deriving its lift in flight chiefly from aerodynamic reactions on surfaces which remain fixed under given conditions of flight.	GACAR/FAR 1.1	Different in character or other means of compliance
Chapter 1 Reference Definition	Performance criteria. Simple, evaluative statements on the required outcome of the competency element and a description of the criteria used to judge whether the required level of performance has been achieved.	GACAR/FAR 61, 65 Practical Test Standards page (10)	Different in character or other means of compliance

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Chapter 1 Reference Definition	Rendering (a licence) valid. The action taken by a Contracting State, as an alternative to issuing its own licence, in accepting a licence issued by any other Contracting State as the equivalent of its own licence.	GACAR/FAR 61.75 ,63 ,65	Different in character or other means of compliance
Chapter 1 Reference 1.2.5.2.2 Standard	When the holders of airline transport pilot licences — aeroplane, helicopter, and powered-lift, and commercial pilot licences — aeroplane, airship, helicopter and powered-lift, who are engaged in single-crew commercial air transport operations carrying passengers, have passed their 40th birthday, the period of validity specified in 1.2.5.2 shall be reduced to six months.	GACAR/FAR 61.23(a)(1)(ii)	Different in character or other means of compliance
Chapter 1 Reference 1.2.9.1 Standard	1.2.9 Language proficiency Aeroplane, airship, helicopter and powered-lift pilots, air traffic controllers and aeronautical station operators shall demonstrate the ability to speak and understand the language used for radiotelephony communications to the level specified in the language proficiency requirements in Appendix 1.	GACAR/FAR 6165.33(c)65.53(b)(2) AC 60-28	Different in character or other means of compliance
Chapter 1 Reference 1.2.9.4 Recommendation	Recommendation. — <i>Flight navigators required to use the radiotelephone aboard an aircraft should demonstrate the ability to speak and understand the language used for radiotelephony communications to the level specified in the language proficiency requirements in Appendix 1.</i>	GACAR/FAR 61 63.51 65.33(c) 65.53(b) (2) AC 60-28	Different in character or other means of compliance
Chapter 2 Reference 2.1.3.2 Standard	Type ratings shall be established for: a) aircraft certificated for operation with a minimum crew of at least two pilots; b) helicopters and powered-lifts certificated for single-pilot operation except where a class rating has been issued under 2.1.3.1.1; and c) any aircraft whenever considered necessary by the Licensing Authority. N1. Where a common type rating is established, it shall be only for aircraft with similar characteristics in terms of operating procedures, systems and handling. N2. Requirements for class and type ratings for gliders and free balloons have not been determined.	GACAR/FAR 61,31(a)	Different in character or other means of compliance
Chapter 2 Reference 2.1.10.1 Standard	2.1.10 Limitation of privileges of pilots who have attained their 60th birthday and curtailment of privileges of pilots who have attained their 65th birthday A Contracting State, having issued pilot licences, shall not permit the holders thereof to act as pilot of an aircraft engaged in international commercial air transport operations if the licence holders have attained their 60th birthday or, in the case of operations with more than one pilot, their 65th birthday. Note.— Attention is drawn to 1.2.5.2.3 on the validity period of Medical Assessments for pilots over the age of 60 who are engaged in commercial air transport operations.	GACAR/FAA 61.3(J) (2),121,135 GACAR 1Chapter-44.2.4	Different in character or other means of compliance
Chapter 2 Reference 2.2.3 Standard	Medical Fitness A Contracting State shall not permit a student pilot to fly solo unless that student pilot holds a current Class 2 Medical Assessment.	GACAR/FAR 61.23(a) (3) (iii)	Different in character or other means of compliance
Chapter 2 Reference 2.3.1.1 Standard	2.3 Private pilot licence 2.3.1 General requirements for the issue of the licence appropriate to the aeroplane, airship, helicopter and powered-lift categories Age The applicant shall be not less than 17 years of age.	GACAR/FAR Part 61.103	Different in character or other means of compliance
Chapter 2 Reference 2.3.1.4	<i>Medical fitness</i> The applicant shall hold a current Class 2 Medical	GACAR/FAR 61.23(a)(3) (i)	Different in character or other means of

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Standard	Assessment. <i>Note.— Attention is called to 2.7.1.3 on the medical fitness requirements for private pilot licence holders seeking an instrument rating.</i>		compliance
Chapter 2 Reference 2.3.2.2 Standard	Before exercising the privileges at night, the licence holder shall have received dual instruction in aircraft within the appropriate category of aircraft in night flying, including take-off, landing and navigation.	GACAR/FAR 61.109(a)(2)	Different in character or other means of compliance
Chapter 2 Reference 2.6.4.1.1.1 Standard	The applicant shall have completed in helicopters not less than: a) 250 hours, either as pilot-in-command, or made up of not less than 70 hours as pilot-in-command and the necessary additional flight time as pilot-in-command under supervision; b) 200 hours of cross-country flight time, of which not less than 100 hours shall be as pilot-in-command or as pilot-in-command under supervision; c) 30 hours of instrument time, of which not more than 10 hours may be instrument ground time; and d) 50 hours of night flight as pilot-in-command or as co-pilot.	GACAR/FAR 61.161(a)	Different in character or other means of compliance
Chapter 2 Reference 2.7.1.3.1 Standard	2.7.1.3 Medical fitness Applicants who hold a private pilot licence shall have established their hearing acuity on the basis of compliance with the hearing requirements for the issue of a Class 1 Medical Assessment.	GACAR/FAR 61.23(a)	Different in character or other means of compliance
Chapter 4 Reference 4.2.1.3 Standard	Experience The applicant shall have had the following experience in the inspection, servicing and maintenance of aircraft or its components: a) for the issue of a licence with privileges for the aircraft in its entirety, at least: 1) four years; or 2) two years if the applicant has satisfactorily completed an approved training course; and b) for the issue of a licence with privileges restricted in accordance with 4.2.2.2 a) 2) or 3), a period of time that will enable a level of competency equivalent to that required in a) to be attained, provided that this is not less than: 3) two years; or 4) such a period as the State considers necessary to provide an equivalent level of practical experience to applicants who have satisfactorily completed an approved training course.	GACA/FAR 65.77	Different in character or other means of compliance
Chapter 4 Reference 4.2.2.3.1 Recommendation	Recommendation. — Details of the certification privileges should be endorsed on or attached to the licence, either directly or by reference to another document issued by the Contracting State.	GACAR Sec. 1 GACA Doc. 101	Different in character or other means of compliance
Chapter 4 Reference 4.4.1.3 Standard	Experience The applicant shall have completed an approved training course and not less than three months' satisfactory service engaged in the actual control of air traffic under the supervision of an appropriately rated air traffic controller. The experience requirements specified for air traffic controller ratings in 4.5 may be credited as part of the experience specified in this paragraph.	GACAR Section – 1 Chapter - 22.2.3.1	Different in character or other means of compliance

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Chapter 6 Reference 6.2.3.2 Recommendation	Recommendation.— The following should be adopted for tests of visual acuity: a) Visual acuity tests should be conducted in an environment with a level of illumination that corresponds to ordinary office illumination (30-60 cd/m ²). b) Visual acuity should be measured by means of a series of Landolt rings or similar optotypes, placed at a distance from the applicant appropriate to the method of testing adopted.	GACA AME GUIDE	Different in character or other means of compliance
Chapter 6 Reference 6.3.1.2 Standard	Except where otherwise stated in this section, holders of commercial pilot licences — aeroplane, airship, helicopter or powered-lift, multi-crew pilot licences — aeroplane, or airline transport pilot licences — aeroplane, helicopter or powered-lift shall have their Class 1 Medical Assessments renewed at intervals not exceeding those specified in 1.2.5.2.	GACAR/FAR 61.23(d)	Different in character or other means of compliance
Chapter 6 Reference 6.4.1.1 Standard	6.4 Class 2 Medical Assessment 6.4.1 Assessment issue and renewal An applicant for a private pilot licence — aeroplane, airship, helicopter or powered-lift, a glider pilot licence, a free balloon pilot licence, a flight engineer licence or a flight navigator licence shall undergo an initial medical examination for the issue of a Class 2 Medical Assessment.	GACAR/FAR 61.23(a)(3) 61.53	Different in character or other means of compliance
Chapter 6 Reference 6.4.3.4 Standard	The applicant shall have the ability to read, while wearing the correcting lenses, if any, required by 6.4.3.2, the N5 chart or its equivalent at a distance selected by that applicant in the range of 30 to 50 cm. If this requirement is met only by the use of near correction, the applicant may be assessed as fit provided that this near correction is added to the spectacle correction already prescribed in accordance with 6.4.3.2; if no such correction is prescribed, a pair of spectacles for near use shall be kept readily available during the exercise of the privileges of the licence. When near correction is required, the applicant shall demonstrate that one pair of spectacles is sufficient to meet both distant and near visual requirements. <i>N1.N5 refers to the size of typeface used. For further details, see the Manual of Civil Aviation Medicine (Doc 8984).</i> <i>N2. An applicant who needs near correction to meet the requirement will require “look-over”, bifocal or perhaps multifocal lenses in order to read the instruments and a chart or manual held in the hand, and also to make use of distant vision, through the windscreen, without removing the lenses. Single-vision near correction (full lenses of one power only, appropriate for reading) significantly reduces distant visual acuity and is therefore not acceptable.</i> <i>N3. Whenever there is a requirement to obtain or renew correcting lenses, an applicant is expected to advise the refractionist of the reading distances for the visual flight deck tasks relevant to the types of aircraft in which the applicant is likely to function.</i>	GACAR Section 1 67.303 GACA AME Guide	Different in character or other means of compliance
Chapter 1 Reference 1.2.5.2 Standard	Except as provided in 1.2.5.2.1, 1.2.5.2.2, 1.2.5.2.3, 1.2.5.2.4, 1.2.5.2.5 and 1.2.5.2.6, a Medical Assessment issued in accordance with 1.2.4.6 and 1.2.4.7 shall be valid from the date of the medical examination for a period not greater than: 60 months for the private pilot licence — aeroplane, airship, helicopter and powered-lift; 12 months for the commercial pilot licence — aeroplane, airship, helicopter and powered-lift; 12 months for the multi-crew pilot licence — aeroplane; 12 months for the airline transport pilot licence — aeroplane, helicopter and powered-lift;	GACAR/FAR 61.23(d)	More Exacting or Exceeds

	<p>60 months for the glider pilot licence; 60 months for the free balloon pilot licence; 12 months for the flight navigator licence; 12 months for the flight engineer licence; 48 months for the air traffic controller licence.</p> <p>N1.The periods of validity listed above may be extended by up to 45 days in accordance with 1.2.4.3.1.</p> <p>N2.When calculated in accordance with 1.2.5.2 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.</p>		
<p>Chapter 1 Reference 1.2.5.2.5 Recommendation</p>	<p>Recommendation.— When the holders of private pilot licences — aeroplane, airship, helicopter and powered-lift, free balloon pilot licences, glider pilot licences and air traffic controller licences have passed their 50th birthday, the period of validity specified in 1.2.5.2 should be further reduced to 12 months.</p> <p>Note.— The periods of validity listed above are based on the age of the applicant at the time of undergoing the medical examination.</p>	<p>GACAR/FAR 61.23</p>	<p>More Exacting or Exceeds</p>
<p>Chapter 2 Reference 2.1.9.2 Standard</p>	<p>The holder of a pilot licence, when acting as co-pilot at a pilot station of an aircraft certificated for operation by a single pilot but required by a Contracting State to be operated with a co-pilot, shall be entitled to be credited with not more than 50per cent of the co-pilot flight time towards the total flight time required for a higher grade of pilot licence. The Contracting State may authorize that flight time be credited in full towards the total flight time required if the aircraft is equipped to be operated by a co-pilot and the aircraft is operated in a multi-crew operation.</p>	<p>GACAR/FAR 61.51(f)</p>	<p>More Exacting or Exceeds</p>
<p>Chapter 2 Reference 2.1.9.3 Standard</p>	<p>The holder of a pilot licence, when acting as co-pilot at a pilot station of an aircraft certificated to be operated with a co-pilot, shall be entitled to be credited in full with this flight time towards the total flight time required for a higher grade of pilot licence.</p>	<p>GACAR/FAR 61.159(c), 61.161, 61 subparts D, E, F, G, H, I, J</p>	<p>More Exacting or Exceeds</p>
<p>Chapter 2 Reference 2.3.4.1.2 Standard</p>	<p>The applicant shall have completed in helicopters not less than 10 hours of solo flight time under the supervision of an authorized flight instructor, including 5 hours of solo cross-country flight time with at least one cross-country flight totalling not less than 180 km (100 NM) in the course of which landings at two different points shall be made.</p>	<p>GACAR/FAR 61.109(c)</p>	<p>More Exacting or Exceeds</p>
<p>Chapter 2 Reference 2.3.5.1.3 Recommendation</p>	<p>Recommendation.— The applicant should have completed in powered-lifts not less than 10 hours of solo flight time under the supervision of an authorized flight instructor, including 5 hours of solo cross-country flight time with at least one cross-country flight totalling not less than 270 km (150 NM) in the course of which full-stop landings at two different aerodromes shall be made.</p>	<p>GACA/FAR 61.109(e)</p>	<p>More Exacting or Exceeds</p>
<p>Chapter 2 Reference 2.4.3.1.1 Standard</p>	<p>2.4.3 Specific requirements for the issue of the aeroplane category rating</p> <p>2.4.3.1 Experience</p> <p>The applicant shall have completed not less than 200 hours of flight time, or 150 hours if completed during a course of approved training, as a pilot of aeroplanes. The Licensing Authority shall determine whether experience as a pilot under instruction in a flight simulation training device is acceptable as part of the total flight time of 200 hours or 150 hours, as the case may be. Credit for such experience shall be limited to a maximum of 10 hours.</p>	<p>GACAR/FAR 61.123 61.129(a)(i-3)</p>	<p>More Exacting or Exceeds</p>

Chapter 2 Reference 2.4.3.1.1.1 Standard	The applicant shall have completed in aeroplanes not less than: a) 100 hours as pilot-in-command or, in the case of a course of approved training, 70 hours as pilot-in-command; b) 20 hours of cross-country flight time as pilot-in-command including a cross-country flight totalling not less than 540 km (300 NM) in the course of which full-stop landings at two different aerodromes shall be made; c) 10 hours of instrument instruction time of which not more than 5 hours may be instrument ground time; and d) If the privileges of the licence are to be exercised at night, 5 hours of night flight time including 5 take-offs and 5 landings as pilot-in-command.	GACAR/FAR 61.129(a),	More Exacting or Exceeds
Chapter 2 Reference 2.4.5.1.1 Recommendation	2.4.5 Specific requirements for the issue of the powered-lift category rating 2.4.5.1 Experience Recommendation.— The applicant should have completed not less than 200 hours of flight time in a powered-lift, or 150 hours if completed during a course of approved training, as a pilot of aircraft. The Licensing Authority should determine whether experience as a pilot under instruction in a flight simulation training device is acceptable as part of the total flight time of 200 hours or 150 hours, as the case may be.	GACAR/FAR 61.123, 61.129(e), 141 Appendix D(2)	More Exacting or Exceeds
Chapter 2 Reference 2.4.5.1.2 Recommendation	Recommendation. — The applicant should have completed in a powered-lift not less than: a) 50 hours as pilot-in-command; b) 10 hours of cross-country flying as pilot-in-command including a cross-country flight totalling not less than 540 km (300 NM) in the course of which full-stop landings at two different aerodromes should be made; c) 10 hours of instrument instruction of which not more than 5 hours may be instrument ground time; and d) if the privileges of the licence are to be exercised at night, 5 hours of night flight time including 5 take-offs and landings as pilot-in-command.	GACA/FAR 61.129(e)	More Exacting or Exceeds
Chapter 2 Reference 2.6.1.1 Standard	2.6 Airline transport pilot licence 2.6.1 General requirements for the issue of the licence appropriate to the aeroplane, helicopter and powered-lift categories Age The applicant shall be not less than 21 years of age.	GACAR/FAR 61.153(a)	More Exacting or Exceeds
Chapter 2 Reference 2.6.3.1.1.1 Standard	The applicant shall have completed in aeroplanes not less than: a) 500 hours as pilot-in-command under supervision or 250 hours, either as pilot-in-command, or made up by not less than 70 hours as pilot-in-command and the necessary additional flight time as pilot-in-command under supervision; b) 200 hours of cross-country flight time, of which not less than 100 hours shall be as pilot-in-command or as pilot-in-command under supervision; c) 75 hours of instrument time, of which not more than 30 hours may be instrument ground time; and d) 100 hours of night flight as pilot-in-command or as co-pilot.	GACAR/FAR 61.159(a)	More Exacting or Exceeds

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Chapter 2 Reference 2.6.4.1.1 Standard	2.6.4 Specific requirements for the issue of the helicopter category rating 2.6.4.1 Experience The applicant shall have completed not less than 1 000 hours of flight time as a pilot of helicopters. The Licensing Authority shall determine whether experience as a pilot under instruction in a flight simulation training device is acceptable as part of the total flight time of 1 000 hours. Credit for such experience shall be limited to a maximum of 100 hours, of which not more than 25 hours shall have been acquired in a flight procedure trainer or a basic instrument flight trainer.	GACAR/FAR 61.153 61.161(a)(b)(3)	More Exacting or Exceeds
Chapter 2 Reference 2.9.1.1 Standard	2.9 Glider pilot licence 2.9.1 Requirements for the issue of the licence Age The applicant shall be not less than 16 years of age.	GACA/FAR 61.83(b)	More Exacting or Exceeds
Chapter 2 Reference 2.9.1.3.1 Standard	2.9.1.3 Experience The applicant shall have completed not less than six hours of flight time as a pilot of gliders including two hours of solo flight time during which not less than 20 launches and landings have been performed.	GACA/FAR 61.69(a)(4)	More Exacting or Exceeds
Chapter 2 Reference 2.9.1.5 Standard	<i>Medical fitness</i> The applicant shall hold a current Class 2 Medical Assessment.	GACA/FAR 61.23(b) Fsims 5-346(b)(2)	More Exacting or Exceeds
Chapter 3 Reference 3.2.1.1 Standard	3.2 Flight navigator licence 3.2.1 Requirements for the issue of the licence Age The applicant shall be not less than 18 years of age.	GACA/FAR 63.51(a)	More Exacting or Exceeds
Chapter 3 Reference 3.2.1.3.1 Standard	<i>3.2.1.3 Experience</i> The applicant shall have completed in the performance of the duties of a flight navigator, not less than 200 hours of flight time acceptable to the Licensing Authority, in aircraft engaged in cross-country flights, including not less than 30 hours by night.	GACA/FAR 63.55(a)	More Exacting or Exceeds
Chapter 3 Reference 3.2.1.3.1.1 Standard	When the applicant has flight time as a pilot, the Licensing Authority shall determine whether such experience is acceptable and, if so, the extent to which the flight time requirements of 3.2.1.3.1 can be reduced accordingly.	GACA/FAR 63.55(a)	More Exacting or Exceeds
Chapter 3 Reference 3.3.1.1 Standard	3.3 Flight engineer licence 3.3.1 Requirements for the issue of the licence Age The applicant shall be not less than 18 years of age.	GACAR/FAR 63.31	More Exacting or Exceeds
Chapter 4 Reference 4.2.2.4 Standard	When a Contracting State authorizes an approved maintenance organization to appoint non-licensed personnel to exercise the privileges of 4.2.2, the person appointed shall meet the requirements specified in 4.2.1.	GACA/FAR 145.157	More Exacting or Exceeds
Chapter 4 Reference 4.6.1.1 Standard	4.6 Flight operations officer/flight dispatcher licence 4.6.1 Requirements for the issue of the licence Age The applicant shall be not less than 21 years of age.	GACA/FAR 65.53	More Exacting or Exceeds
Chapter 4 Reference 4.6.1.3.1 Standard	<i>4.6.1.3 Experience</i> The applicant shall have gained the following experience: a) A total of two years service in any one or in any	GACA/FAR 65.57	More Exacting or Exceeds

	<p>combination of the capacities specified in 1) to 3) inclusive, provided that in any combination of experience the period serviced in any capacity shall be at least one year:</p> <p>1) A flight crew member in air transportation; or 2) A meteorologist in an organization dispatching aircraft in air transportation; or 3) An air traffic controller; or a technical supervisor of flight operations officers or air transportation flight operations systems;</p> <p><i>or</i></p> <p>b) At least one year as an assistant in the dispatching of air transport;</p> <p><i>or</i></p> <p>c) Have satisfactorily completed a course of approved training.</p>		
Chapter 4 Reference 4.6.1.3.2 Standard	The applicant shall have served under the supervision of a flight operations officer for at least 90 working days within the six months immediately preceding the application.	GACA/FAR 65.57	More Exacting or Exceeds
Chapter 4 Reference 4.6.2 Standard	<p>Privileges of the holder of the licence and the conditions to be observed in exercising such privileges</p> <p>Subject to compliance with the requirements specified in 1.2.5, the privileges of the holder of a flight operations officer licence shall be to serve in that capacity with responsibility for each area for which the applicant meets the requirements specified in Annex 6.</p>	GACA/FAR 65.51, 121.463 & 121.465	More Exacting or Exceeds
Chapter 6 Reference 6.5.1.1 Standard	<p style="text-align: center;">6.5 Class 3 Medical Assessment</p> <p>6.5.1 Assessment issue and renewal</p> <p>An applicant for an air traffic controller licence shall undergo an initial medical examination for the issue of a Class 3 Medical Assessment.</p>	GACAR/FAR 61.23(a)(3) 61.53 65.31(c) 65.33(d)	More Exacting or Exceeds
Chapter 6 Reference 6.5.1.2 Standard	Except where otherwise stated in this section, holders of airtraffic controller licences shall have their Class 3 Medical Assessments renewed at intervals not exceeding those specified in 1.2.5.2.	GACAR/FAR 61.23(d) 61.53 GACA AME Guide	More Exacting or Exceeds

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CHAPTER 1 - PERSONNEL LICENSING**1. Establishment of Authority**

(a) The General Authority of Civil Aviation (GACA) is responsible for licensing of civil aviation personnel within the Kingdom of Saudi Arabia (KSA) in accordance with the obligations imposed by the Convention on International Civil Aviation (Chicago Convention) and Regional Air Navigation Agreements.

2. Applicability

(a) Except as provided in paragraph 2(c), licensing requirements for pilots, flight crew other than pilots, and personnel other than flight crew members shall be in accordance with United States of America Personnel Licensing Regulations through section 14 of the Code of Federal Regulations (14CFR), and its supporting handbooks, manuals, Advisory Circulars (ACs), Directives, policy, guidance material, Orders, Notices, and specific GACA requirements as amended.

(b) The adoption of the United States Personnel Licensing Regulation is authorized by GACA Board of Directors Order No. T- 4-26, dated 28/08/1428H (10/09/2007G).

(c) Except as provided in paragraph (3) of this Section, the licensing requirements for air traffic controllers shall be in accordance with Chapter 2 of this regulation, and the provisions of Annex 1 to the Convention on International Civil Aviation (ICAO Annex 1) and any provisions in associated Annexes.

(d) In the application of 2(c), and except as provided in paragraph (3) of this Section, all ICAO Recommended Practices have been adopted as Standards.

(d) GACA is designated as the appropriate State authority.

3. Exceptions and Differences

(a) Where indicated, the exceptions and differences to Standards and Recommended Practices of ICAO Annex 1 listed below shall apply within the Kingdom of Saudi Arabia:

(1) refer to the list of differences between the GACA Regulation and the ICAO Standards and Recommended Practices (SARPS) at page (viii) of this GACAR.

(b) Where GACA has filed differences to ICAO SARPs, these will be published in the KSA AIP.

4. Personnel Licensing Requirements under 14CFR

(a) The adoption of the United States Personnel Licensing Regulation is authorized by GACA Board of Directors Order No. T- 4-26, dated 28/08/1428H (10/09/2007G).

(b) GACAR Section 1/14 CFR Parts provisions governing personnel licensing are addressed in the following 14 CFR Parts:

- (1) Part 60 — Flight Simulation Training Device Initial And Continuing Qualification And Use
- (2) Part 61 — Certification: Pilots, Flight Instructors, and Ground Instructors;
- (3) Part 63 — Certification: Flight Crew Members Other Than Pilots;
- (4) Part 65 — Certification: Airmen Other Than Flight Crewmembers;
- (5) Part 67 — Medical Standards and Certification;
- (6) Part 141 — Pilots Schools; and
- (7) Part 142 — Training Centers.
- (8) Part 147 — Aircraft Maintenance Technician School.

(c) Special GACA requirements regarding Personnel Licensing are published in the following documents:

- (1) GACA Document Number 1-01 –PERSONNEL LICENSING GUIDE
- (2) GACA Document Number 1-02 – GUIDE FOR AVIATION MEDICAL EXAMINERS
- (3) GACA Document Number 1-03 – AVIATION MEDICAL EXAMINER SYSTEM

5. Validation of AMT Certificate

(a) GACA has validated and issued Aviation Maintenance Technician (AMT) Certificates on the basis of ICAO member state certification and/or licensing. A conversion policy for the initial issuance and reissuance of such certificates and related ratings is published in Regulation Circular (RC) No. R-21-2011.

6. Medical Standards and Certification

(a) Except as provided in (c), medical standards and certification for aviation personnel shall be in accordance with the United States Code of Federal Regulations 14 CFR Part 67 — Medical Standards and Certification which has been adopted by GACA and is reproduced in Chapter 3 of this regulation.

(b) The medical fitness requirement for an air traffic controller license is a Class 3 Medical Assessment.

(c) Aviation Rescue and Fire Fighting personnel shall be subject to annual medical assessment. The medical fitness requirement for Aviation Rescue and Fire Fighting personnel shall be in accordance with the medical standards at Appendix A.

CHAPTER 2 – ATC LICENSING REQUIREMENTS

2.1 Air Traffic Controller (ATC)

2.1.1 Requirement to hold an air traffic controller license

2.1.1.1 A person shall not provide an air traffic control service unless he holds an ATC license issued or approved by GACA, with a valid rating, including any associated rating and/or unit license endorsement relating to the air traffic control service to be provided, a current Class 3 medical assessment certificate and a valid English proficiency certificate.

2.1.1.2 The rating shall be one of the followings types:

- a. Aerodrome Control;
- b. Approach Control Procedural;
- c. Approach Control Surveillance;
- d. Area Control Procedural; and/or
- e. Area Control Surveillance

2.1.1.3 The rating endorsements shall be associated with the rating mentioned in 2.1.1.2;

2.1.1.4 A current unit license endorsement must include details of the ATC unit, including any surveillance equipment to be used, for which the rating is valid.

2.1.2 Grant, and privileges, of an air traffic controller license

2.1.2.1 GACA-S&AT will grant an applicant an air traffic controller license provided he:

- a) Holds a valid Student card or a trainee air traffic controller license;
- b) Holds a valid English proficiency certificate issued in accordance with language proficiency requirements given in 2.16;
- c) Has successfully completed training in accordance with a Unit Training Plan;
- d) Has passed a rating examination;
- e) is at least 21 years of age;
- f) Holds a current Class 3 medical assessment certificate issued in accordance with the provisions of Chapter 3 of this GACAR.

2.1.3 Privileges of an air traffic controller license

2.1.3.1 An air traffic controller license authorizes the holder to provide air traffic control services at an ATC unit for which he holds a valid rating.

2.1.3.2 Air traffic controllers must not provide air traffic control services for which they do not hold a valid rating except where they are acting as a trainee air traffic controller.

2.1.4 Roles and Responsibilities

2.1.4.1 Holders of air traffic controller licenses

2.1.4.1.1 An air traffic controller license holder who provides an air traffic control service is responsible for ensuring he:

- a) holds a valid rating(s) appropriate to the air traffic control service he is providing including:
 - (i) any associated rating endorsement; and
 - (ii) a current unit license endorsement in which he provides an air traffic control service;
- b) is competent to provide the air traffic control services for which he holds valid rating(s);
- c) complies with requirements for maintaining currency;
- d) is not fatigued to an extent that may endanger the safety of aircraft to which he is providing an air traffic control service;
- e) holds a current Class 3 medical assessment certificate and complies with any conditions associated with that medical certificate;
- f) holds a current English Proficiency certificate;
- g) is not under the influence of alcohol or drugs;
- h) is not under the influence of medication to an extent that may endanger the safety of aircraft to which he is providing an air traffic control service;
- i) is not suffering from any illness or injury to an extent that may endanger the safety of aircraft to which he is providing an air traffic control service;
- j) signs his license in ink with his normal signature.

2.1.4.1.2 Complying with the provisions of the regulation of air traffic controller hours does not absolve the controller from making a judgment as to his fitness to provide a safe air traffic control service.

2.1.4.2 GACA-ANS Responsibility

2.1.4.2.1 The Air Navigation Services shall have processes, procedures and competent personnel to ensure that air traffic controllers:

- a) are appropriately licensed;
- b) are competent to provide the air traffic control services for which they hold valid ratings;
- c) comply with requirements for maintaining currency;
- d) comply with the provisions of the regulation of air traffic controller hours;
- e) hold a current medical certificate of the appropriate class;
- f) hold a current English Proficiency certificate;
- g) are not under the influence of alcohol or drugs; and
- h) are not under the influence of medication or suffering from any illness or injury to an extent that may endanger the safety of aircraft to which an air traffic control service is being provided.

2.2 Student air traffic controller

2.2.1 Requirements to hold a student air traffic controller card

2.2.1.1 A person who does not hold an air traffic controller license shall not provide air traffic control services unless he holds a student air traffic controller card and is under the direct supervision of an On-the-Job Training Instructor (OJTI) at all times.

2.2.2 Grant of a student air traffic controller card

2.2.2.1 GACA-S&AT will grant a student air traffic controller card to an applicant provided he:

- a) Has successfully completed an approved course of initial training;
- b) Holds an English proficiency certificate issued in accordance with language proficiency requirements given in Appendix 2 to this Regulation.
- c) Is at least 18 years of age;
- d) Holds a current Class 3 medical assessment certificate.

2.2.2.2 A student air traffic controller card will be issued for a period of two years and may be reissued for a further period of one year provided that unit training has commenced. Any extension beyond this time will be at the discretion of GACA-S&AT in consultation with the Saudi Academy for Civil Aviation (SACA);

2.2.2.3 A student air traffic controller card will be cancelled on issue of an air traffic controller license.

2.2.3 Privileges of a student air traffic controller card

2.2.3.1 The holder of a student air traffic controller card is authorized to provide an air traffic control service under the supervision of an OJTI who holds a valid rating appropriate to the air traffic service being provided.

2.2.3.2 The holder of a student air traffic controller card is authorized to undertake a familiarization course within an ATC Unit only under the supervision of an OJTI who holds a valid rating appropriate to the air traffic service being provided.

2.2.3.3 The air traffic control service being provided under supervision must be in a rating discipline for which the student air traffic control card holder has successfully completed an approved course of initial training.

2.2.4 Roles and Responsibilities

2.2.4.1 Holders of student air traffic controller cards

2.2.4.1.1 A student air traffic controller card holder who provides an air traffic control

service under supervision is responsible for ensuring he:

- a) Holds a current student air traffic controller card;
- b) Does not provide an air traffic control service in a rating discipline for which he has not successfully completed an approved course of initial training;
- c) Holds a current Class 3 medical assessment certificate;
- d) Holds a current English Proficiency certificate;
- e) Signs his card in ink with his normal signature;
- f) Complies with the provisions of the regulation of air traffic controller hours whilst undergoing on-the job training (OJT).

2.2.4.2 Air Navigation Services and SACA Responsibilities

2.2.4.2.1 The Air Navigation Services and the SACA shall have processes, procedures and competent personnel to ensure that:

- a) Student air traffic controllers:
 - (i) Hold a current student air traffic controller card;
 - (ii) Have successfully completed an approved course of initial training in the rating discipline in which they will be providing an ATC service under supervision;
 - (iii) Have completed an approved course of initial training in the rating discipline in which they will undertake a familiarization course under supervision;
 - (iv) Commence the unit training plan within 3 months from the date of successfully completing the examinations for rating discipline in which they will be providing an air traffic control service under supervision;
 - (v) Comply with the provisions of the regulation of air traffic controller hours whilst undergoing OJT;
 - (vi) Hold a current Class 3 medical assessment certificate; and
 - (vii) Hold a current English Proficiency certificate;
- b) The OJTI supervising the student air traffic controller holds a valid rating appropriate to the ATC service being provided.

2.3 Trainee air traffic controller

2.3.1 Trainee air traffic controller license

2.3.1.1 The holder of an air traffic controller license may not provide an air traffic control service for which he does not hold a valid rating, except under the supervision of an OJTI.

2.3.1.2 The trainee air traffic controller providing the ATC service under supervision must:

- a) have successfully completed an approved course of initial training in the rating discipline which relates to the ATC service being provided, or

- b) Hold, or have held within the previous 5 years, the rating and rating endorsement (if any) which relates to the ATC service being provided, and
- c) In relation to a) above, commence training in accordance with the unit training plan within 6 months of having completed the initial course of training in the rating discipline in which he will be providing an air traffic control service under supervision;
- d) Comply with the provisions of the regulation of air traffic controller hours whilst undergoing OJT;
- e) Hold a valid English proficiency certificate.
- f) Hold a current Class 3 medical assessment certificate.

2.3.1.3 The supervising controller must be a qualified OJTI and hold a valid rating appropriate to the ATC service being provided.

2.3.2 Privileges of the holders of air traffic controller licenses - trainee air traffic controllers

2.3.2.1 An air traffic controller license entitles the holder to provide an air traffic control service for which he does not hold a valid rating, under the supervision of an OJTI who holds a valid rating appropriate to air traffic control service being provided.

2.3.2.2 Trainee air traffic controllers are holders of air traffic controller licenses who are undergoing OJT:

- a) Towards the grant of a rating and rating endorsement (if any) in which they have not previously held a valid rating, but in which they have successfully completed an approved course of initial training;
- b) At a unit where they do not yet hold a valid rating in the rating and rating endorsement (if any) appropriate to the air traffic control service to be provided but in which they hold, or have held within the previous five years, a valid rating in the same rating discipline at another unit.
- c) A controller who has not exercised the privileges of a particular rating and/or rating endorsement within the previous 6 months must not commence on-the-job training until he has been assessed by the concerned ATC training unit for previous competence and successfully completed the required training and assessments.

2.3.3 Roles and Responsibilities

2.3.3.1 Trainee air traffic controllers

2.3.3.1.1 A trainee air traffic controller who provides an air traffic control service under supervision is responsible for ensuring he:

- a) Holds a current air traffic controller license;
- b) Holds the appropriate rating and rating endorsement (if any) and has exercised the privileges of that rating and rating endorsement (if any) within the previous 6 months;
- c) Does not provide an air traffic control service under supervision in a rating and rating endorsement (if any) which he does not hold unless he

- has successfully completed an approved course of initial training in the appropriate discipline(s);
- d) In relation to c) above, commences the unit training plan within 6 months of having completed the initial course of training in the rating discipline in which he will be providing an air traffic control service under supervision;
 - e) Complies with the regulation of air traffic controller hours whilst undergoing OJT;
 - f) Holds a current Class 3 medical assessment certificate.

2.3.3.2 Air navigation services responsibilities

2.3.3.2.1 The Air Navigation Services shall have processes, procedures and competent personnel to ensure that trainee air traffic controllers comply with 4.3.3.1.1 above.

2.3.3.2.2 Trainee air traffic controllers must commence training in accordance with the unit training plan within 6 months of completing the initial course of training in the rating discipline in which they will be providing an air traffic control service under supervision. Having commenced the unit training plan, trainees must continue through the plan without interruption, except for normal periods of leave, sickness or to maintain existing unit license endorsement(s). Any requirement for extended periods of absence during unit training other than those cited above is subject to approval by GACA-S&AT, who may set requirements for additional training.

2.4 On-the-Job Training Instructor

2.4.1 On-the-Job Training Instructor (OJTI) license endorsement

2.4.1.1 An on-the-job training instructor (OJTI) license endorsement may be used in association with any of the license holder's valid ratings.

2.4.2 Requirements for the issue of an OJTI license endorsement

2.4.2.1 GACA-SER shall issue an OJTI license endorsement for an applicant who complies with the following:

- a) Holds an air traffic controller license;
- b) Has successfully completed an approved OJTI training course;
- c) Have held a valid rating in the rating discipline in which he will instruct for a period of at least three years;
- d) Hold, and have held for a period of at least two years, a rating valid on which he will instruct.

2.4.2.2 An OJTI who is supervising a student or trainee air traffic controller; or controller whose ATC rating, rating endorsement or unit license endorsement has been provisionally suspended or suspended, shall remain responsible for the safety of the service being provided at all times.

2.4.3 Privileges of an OJTI license endorsement

2.4.3.1 An OJTI license endorsement shall entitle the holder to supervise student or

trainee air traffic controllers while they provide an air traffic control service for which they do not hold a valid rating.

2.4.3.2 An OJTI may only supervise student or trainee air traffic controllers while they are providing an ATC service for which he holds a valid rating.

2.4.4 Roles and Responsibilities

2.4.4.1 ON-THE-JOB Training Instructors (OJTI)

2.4.4.1.1 The OJTI is responsible for:

- a) The safety of the air traffic control service that the trainee air traffic controller is providing under his supervision;
- b) Ensuring that trainee air traffic controllers have complied with the requirements of 2.3.3.1.1;
- c) Determining and reporting on training progress;
- d) Identifying any deficiencies in knowledge or skill and recommending remedial training;
- e) Recommending trainee air traffic controller as being at an appropriate level of competence where they should be successful at a rating or unit license endorsement examination;
- f) Supervising controllers who have had their rating(s) and/or rating endorsement(s) and/or unit license endorsement(s) suspended;
- g) Reviewing and monitoring the unit training plan and proposing changes to the training.

2.4.4.2 Air Navigation Services Responsibilities

2.4.4.2.1 The Air Navigation Services must have processes, procedures and competent personnel to ensure that OJTIs:

- a) Hold an OJTI license endorsement and valid ratings entitling them to provide the air traffic control services in which they are supervising trainee air traffic controllers;
- b) Have received specific training on the conduct of the Unit Training Plan;
- c) Who are required to instruct or assess training in unusual circumstances and emergencies have received specific training on the conduct and/or assessment of training in unusual circumstances and aircraft in emergencies;
- d) Are competent to supervise trainee air traffic controller;
- e) Are assessed annually for their ongoing competence to supervise trainee air traffic controller.

2.4.4.2.2 An OJTI must be permitted to provide an air traffic control service without any training responsibilities, for sufficient time to remain competent on the specific sector(s) or operational position(s) for which he provides on-the-job training.

2.5 Examiner License

2.5.1 Examiner License endorsement

2.5.1.1 An examiner license endorsement may be used in association with any of the license holder's valid ratings.

2.5.2 Limitation on authority

2.5.2.1 An examiner license endorsement does not confer on the holder the authority to renew or issue a unit license endorsement that has been provisionally suspended or suspended by GACA-S&AT, except in accordance with conditions set by GACA-S&AT for the removal of the provisional suspension or suspension.

2.5.3 Requirements for the issue of an examiner license endorsement

2.5.3.1 To be issued with an examiner license endorsement the applicant must:

- a) Have exercised, for the immediately preceding 6 years, the privileges of the rating/rating endorsement for which he will be required to examine/assess at that unit;
- b) Hold, for a minimum of three years, a current unit license endorsement for which he will be certifying competence;
- c) Have successfully completed an approved examiner course; and
- d) Provide evidence of having completed two practical examination/assessment to the satisfaction of the GACA-S&AT, as follows:
 - (i) In the case of unit ATC examiners the practical examination duties must be for rating or unit license endorsement examination boards;
 - (ii) In the case of local competence examiners the practical assessment duties must be for certifying continuing competence for the renewal of unit license endorsements.

2.5.4 Privileges of an examiner's license endorsement

2.5.4.1 An examiner license endorsement entitles the holder to conduct examinations associated with the ATC license.

2.5.4.2 GACA-S&AT may grant examiner license endorsements that entitle the holder to conduct one or more of the following:

- a) Rating examinations leading to the issue of an air traffic controller license and valid rating(s), rating endorsement(s) if any and unit license endorsement(s);
- b) Rating examinations leading to the issue of additional ratings and rating endorsements (if any) and unit license endorsements;
- c) Unit license endorsement examinations for the issue of unit license endorsements;
- d) Annual competence assessments for the renewal of unit license endorsements;
- e) Assessments of competence in handling unusual circumstances and aircraft in emergencies (training in unusual circumstances and

emergencies).

2.5.5 Types of examiner rating endorsements

2.5.5.1 ATC Examiners

2.5.5.1.1 ATC examiners are controllers authorized to conduct all examinations associated with the issue and maintenance of ATC licenses.

2.5.5.2 Unit ATC Examiners

2.5.5.2.1 Unit ATC examiners are controllers, at units authorized by the GACA-S&AT to conduct:

- a) Unit license endorsement examinations;
- b) Annual competence assessments for the renewal of unit license endorsements.

2.5.5.3 Examiner designation

2.5.5.3.1 GACA-S&AT will specify which examinations an Examiner is entitled to conduct, and units should record this information, typically in the Unit Training Plan.

2.5.6 Roles and Responsibilities of Air Navigation Services

2.5.6.1 The Air Navigation Services must have processes, procedures and competent personnel to ensure that:

- a) The unit has an appropriate number of suitably qualified examiners;
- b) Examiners do not conduct examinations for which they do not hold the appropriate examiner endorsement;
- c) Examiners hold valid ratings appropriate to the examinations they are conducting;
- d) Examiners are competent to conduct the examinations.

2.6 Failing a rating examination

2.6.1 A trainee failing a rating examination shall not be permitted to retake the examination until a period of at least 30 days has elapsed and will be required to undertake the practical, the theory and the oral examination at further attempts after additional training.

2.6.2 GACA-SER shall agree on the minimum additional training required in consultation with GACA-ANS.

2.7 Failing a unit licence endorsement examination

2.7.1 A trainee failing a unit licence endorsement will not be permitted to retake the examination until a period of at least 30 days has elapsed and will be required to

undertake both the practical and the oral examination at further attempts after additional training.

2.7.2 GACA-SER shall agree on the minimum period of additional training required, in consultation with GACA-ANS.

2.8 Failing a competence assessment

2.8.1 A controller who fails a competence assessment/check, or fails to renew his unit licence endorsement, must not provide the air traffic control service(s) associated with the unit licence endorsement(s).

2.8.2 Competence must be demonstrated before the unit licence endorsement(s) is renewed. If competence is not demonstrated before the current unit licence endorsement(s) expires, the controller must undergo a unit licence endorsement examination in order to regain the unit licence endorsement(s).

2.9 Failure to maintain currency

2.9.1 If a controller fails to meet the currency requirements, or has returned from a period of extended absence, he shall be subject to a competence assessment in accordance with the requirements of §2.8.

2.10 Move to a new unit

2.10.1 When an air traffic controller licence holder moves to a new unit, his previously held valid ratings will be cancelled, unless he will still be providing an air traffic control service at his previous unit.

2.10.2 Provided the controller already holds the ratings and rating endorsement(s) needed in respect of the air traffic control services at his new unit and has exercised their privileges within the previous 5 years, to make his ratings valid for the new unit he will be required to:

- a. Successfully complete the training specified in the unit training plan; and
- b. Gain a unit licence endorsement by demonstrating competence to provide an air traffic control service at that unit.

2.11 Temporary Unit Licence Endorsement Examinations

2.11.1 A temporary unit licence endorsement is one that is granted to a controller in order that he can provide an air traffic control service at an event that requires such a service for a short period of time, typically 3 or 4 days.

2.11.2 Controllers who wish to apply for a temporary unit licence endorsement examination must hold a current unit licence endorsement at a permanent unit in the same rating as that for which the temporary unit licence endorsement is required.

2.12 Training

2.12.1 The training of air traffic controllers must adequately prepare student and/or trainee air traffic controllers for the grant of an ATC licence and/or associated rating(s). Such training must provide the necessary skills and knowledge to an appropriate level of competence to enable student or trainee air traffic controllers to provide an air traffic control service while operating under the supervision of an OJTI.

2.12.2 The air traffic controller training shall be divided into two phases:

- a) Initial training comprising familiarization training;
- b) Unit training, comprising pre-OJT and OJT.

2.12.3 GACA-SER, in coordination with the SACA, shall approve initial training courses and the simulators used for those courses.

2.12.4 GACA-S&AT, in coordination with ATC Units, shall approve the Unit training courses and simulators used for those courses.

2.12.5 All training plans are required to indicate the amount of training, if any, that will be conducted on a simulator. The simulator will be approved by GACA-SER, in coordination with ATC Unit, as part of the course approval process for any particular training plan. GACA-ANS is required to demonstrate how the simulator and the associated exercises will provide adequate support for the particular training plan.

2.13 Initial Training

2.13.1 General

2.13.1.1 Initial training courses must provide student and/or trainee air traffic controllers with the necessary skills and knowledge to a level of competence that will prepare them for training at operational units. Notwithstanding this requirement, the training courses must at least satisfy ICAO Content training guidelines.

2.13.1.2 A student or trainee air traffic controller who fails an approved course of initial training may re-take the course. If he fails at the second attempt, he shall not be permitted to take another course of initial training in the same rating discipline.

2.13.1.3 A student or trainee air traffic controller shall commence unit training, in a rating discipline in which he has successfully completed initial training, within the time period defined in §2.2.2.4 and 2.3.1.2. If he does not commence unit training within this period, he must undertake an assessment for previous competence in that rating discipline and successfully complete any further training identified before being allowed to commence unit training.

2.13.2 Initial Training Courses

2.13.2.1 Initial training courses are approved by GACA-SER, in coordination with SACA and conducted by training organisations approved by GACA-SER as appropriate to conduct initial training.

2.13.2.2 Initial training courses shall be fully documented indicating:

- a) The objectives of the training course;
- b) The training processes by which the objectives will be met;
- c) The process by which progress and ultimate success will be measured;
- d) How they meet ICAO Content training guidelines.

2.13.2.3 Sufficient training on simulators shall be given to enable student and/or trainee air traffic controllers to demonstrate understanding and application of ATC procedures.

2.13.2.4 Assessment procedures shall ensure that student and/or trainee air traffic controllers are kept aware of their progress on the course, including any areas where improvement is required and the goals that they must achieve to successfully complete the course.

2.13.2.5 Instructional staff shall be appropriately trained and their competence in classroom and practical instruction regularly assessed.

2.13.2.6 Courses shall be regularly reviewed to ensure that the training they provide meets the requirements of the operational ATC units. This may be achieved by:

- a) Monitoring the progress of student and/or trainee air traffic controllers undertaking OJT to identify additional skills or knowledge required;
- b) Subjecting the courses to review by operational personnel;
- c) Requiring instructional staff to maintain valid ratings or undertake operational familiarization;
- d) Auditing by GACA-SER.

2.13.2.7 Changes made to courses as a result of reviews shall be documented stating the changes made and the reasons for making them.

2.14 Assessments for Previous Competence

2.14.1 Air traffic controller licence holders from ICAO Contracting States shall be subject to an assessment for previous competence in the rating and rating endorsement (if any) in which they wish to undertake training in accordance with the Unit Training Plan. This assessment shall include:

- a) Details of the assessments to be used; and
- b) Nomination of the personnel who will conduct the assessments.

2.15 Training at ATC Units

2.15.1 General

2.15.1.1 Every GACA-ANS air traffic control unit must have a unit training plan, approved by GACA-SER, which details the processes by which student and/or trainee air traffic controllers are trained.

2.15.1.2 GACA-ANS Unit training shall be divided into two phases:

- a) **Pre on-the-job training:** Pre on-the-job training must adequately prepare student and/or trainee air traffic controllers for OJT by extensive use of simulation based on site specific facilities.
- b) **On-the-Job training (OJT):** OJT must prepare a student or trainee air traffic controller to a level of operational proficiency such that he is able to provide an air traffic control service in an unsupervised capacity.

2.15.2 Unit Training Plan (UTP)

2.15.2.1 The unit training plan shall be fully documented, indicating:

- a) The objectives of the training;
- b) The training processes by which the objectives will be met;
- c) The assessment process by which progress will be measured;
- d) The minimum training time, and the maximum time within which student and/or trainee air traffic controllers who are training towards the issue of an ATC licence and/or additional rating or rating endorsement are expected to achieve the objectives of the training;
- e) The process by which successful completion of OJT is to be measured;
- f) In the case of an ATC unit at which controllers may be awarded a Surveillance Radar Approach Endorsement to the Approach Control Surveillance Rating, the minimum number of Surveillance Radar Approaches which a student or trainee controller must complete prior to an assessment of competence being undertaken.

2.15.2.2 Student and/or trainee air traffic controllers shall be kept aware of their progress, including any areas where improvement is required and the goals they must achieve to successfully complete the training.

2.15.2.3 A report of the student and/or trainee air traffic controller's performance shall be completed after each training session; the reports should be sufficiently detailed to enable other OJTIs to determine the strengths and weaknesses of the trainee, together with his level of competence. Progress reports shall be completed at regular intervals.

2.16 English language proficiency

2.16.1 Air traffic controllers and aeronautical station operators shall demonstrate the ability to speak and understand the language used for radiotelephony communications.

2.16.2 English language proficiency shall be evaluated in accordance with the provisions of ICAO Annex 1 Appendix 1 and Attachment A.

2.16.3 Air traffic controllers and aeronautical station operators who demonstrate proficiency below the Expert Level (Level 6) shall be formally evaluated at intervals in accordance with an individual's demonstrated proficiency level as follows:

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

2.16.4 An applicant for a license or a license holder shall demonstrate an English language proficiency at least equal to the ICAO Operational Level (Level 4).

Note: Proficient speakers will:

- a. *Communicate effectively in voice-only (telephone/radiotelephone) and in face-to-face situations;*
- b. *Communicate on common, concrete and work-related topics with accuracy and clarity;*
- c. *Use appropriate communicative strategies to exchange messages and to recognize and resolve misunderstandings (e.g. to check, confirm, or clarify information) in a general or work-related context;*
- d. *Handle successfully and with relative ease the linguistic challenges presented by a complication or unexpected turn of events that occurs within the context of a routine work situation or communicative task with which they are otherwise familiar; and*
- e. *Use a dialect or accent which is intelligible to the aeronautical community.*



CHAPTER 3 - PART 67 - MEDICAL STANDARDS AND CERTIFICATION

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Sub-part A General

§ 67.1 Applicability

This part prescribes the medical standards and certification procedures for issuing medical certificates for airmen and for remaining eligible for a medical certificate.

§ 67.3 Issue

Except as provided in § 67.5, a person who meets the medical standards prescribed in this part, based on medical examination and evaluation of the person's history and condition, is entitled to an appropriate medical certificate.

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Sub-part B First-Class Airman Medical Certificate

§ 67.101 Eligibility

To be eligible for a first-class airman medical certificate, and to remain eligible for a first-class airman medical certificate, a person must meet the requirements of this subpart.

§ 67.103 Eye

Eye standards for a first-class airman medical certificate are:

- (a) Distant visual acuity of 20/20 or better in each eye separately, with or without corrective lenses. If corrective lenses (spectacles or contact lenses) are necessary for 20/20 vision, the person may be eligible only on the condition that corrective lenses are worn while exercising the privileges of an airman certificate.
- (b) Near vision of 20/40 or better, Snellen equivalent, at 16 inches in each eye separately, with or without corrective lenses. If age 50 or older, near vision of 20/40 or better, Snellen equivalent, at both 16 inches and 32 inches in each eye separately, with or without corrective lenses.
- (c) Ability to perceive those colors necessary for the safe performance of airman duties.
- (d) Normal fields of vision.
- (e) No acute or chronic pathological condition of either eye or adnexa that interferes with the proper function of an eye, that may reasonably be expected to progress to that degree, or that may reasonably be expected to be aggravated by flying.
- (f) Bifoveal fixation and vergencephoria relationship sufficient to prevent a break in fusion under conditions that may reasonably be expected to occur in performing airman duties. Tests for the factors named in this paragraph are not required except for persons found to have more than 1 prism diopter of hyperphoria, 6 prism diopters of esophoria, or 6 prism diopters of exophoria. If any of these values are exceeded, the Director, Aviation Medicine Department may require the person to be examined by a qualified eye specialist to determine if there is bifoveal fixation and an adequate vergence-phoria relationship. However, if otherwise eligible, the person is issued a medical certificate pending the results of the examination.
- (g) When near correction is required in accordance with this paragraph, a second pair of near-correction spectacles shall be kept available for immediate use.

§ 67.105 Ear, nose, throat, and equilibrium

Application shall be tested by pure tone audiometry at first issue of the assessment.

Ear, nose, throat, and equilibrium standards for a first-class airman medical certificate are:

- (a) The person shall demonstrate acceptable hearing by at least one of the following tests:
- (1) Demonstrate an ability to hear an average conversational voice in a quiet room, using both ears, at a distance of 6 feet from the examiner, with the back turned to the examiner.
 - (2) Demonstrate an acceptable understanding of speech as determined by audiometric speech discrimination testing to a score of at least 70 percent obtained in one ear or in a sound field environment.
 - (3) Provide acceptable results of pure tone audiometric testing of unaided hearing acuity according to the following table of worst acceptable thresholds, using the calibration standards of the American National Standards Institute,

Frequency (Hz)	500 Hz	1000 Hz	2000 Hz	3000 Hz
Better ear (dB)	35	30	30	40
Poorer ear (dB)	35	50	50	60

- (b) No disease or condition of the middle or internal ear, nose, oral cavity, pharynx, or larynx that:
- (1) Interferes with, or is aggravated by, flying or may reasonably be expected to do so; or
 - (2) Interferes with, or may reasonably be expected to interfere with, clear and effective speech communication.
- (c) No disease or condition manifested by, or that may reasonably be expected to be manifested by, vertigo or a disturbance of equilibrium.

§ 67.107 Mental

Mental standards for a first-class airman medical certificate are:

- (a) No established medical history or clinical diagnosis of any of the following:
- (1) A personality disorder that is severe enough to have repeatedly manifested itself by overt acts.
 - (2) A psychosis. As used in this section, “psychosis” refers to a mental disorder in which:
 - (i) The individual has manifested delusions, hallucinations, grossly bizarre or disorganized behavior, or other commonly accepted symptoms of this condition; or
 - (ii) The individual may reasonably be expected to manifest delusions, hallucinations, grossly bizarre or disorganized behavior, or other

commonly accepted symptoms of this condition.

- (3) A bipolar disorder.
- (4) Substance dependence, except where there is established clinical evidence, satisfactory to the Director, Aviation Medicine Department, of recovery, including sustained total abstinence from the substance(s) for not less than the preceding 2 years. As used in this section—
 - (i) “Substance” includes: Alcohol; other sedatives and hypnotics; anxiolytics; opioids; central nervous system stimulants such as cocaine, amphetamines, and similarly acting sympathomimetics; hallucinogens; phencyclidine or similarly acting arylcyclohexylamines; cannabis; inhalants; and other psychoactive drugs and chemicals; and
 - (ii) “Substance dependence” means a condition in which a person is dependent on a substance, other than tobacco or ordinary xanthine-containing (e.g., caffeine) beverages, as evidenced by—
 - (A) Increased tolerance;
 - (B) Manifestation of withdrawal symptoms;
 - (C) Impaired control of use; or
 - (D) Continued use despite damage to physical health or impairment of social, personal, or occupational functioning.
- (b) No substance abuse within the preceding 2 years defined as:
 - (1) Use of a substance in a situation in which that use was physically hazardous, if there has been at any other time an instance of the use of a substance also in a situation in which that use was physically hazardous;
 - (2) A verified positive drug test result, an alcohol test result of 0.04 or greater alcohol concentration, or a refusal to submit to a drug or alcohol test required by the Official Government Agencies; or
 - (3) Misuse of a substance that the Director, Aviation Medicine Department, based on case history and appropriate, qualified medical judgment relating to the substance involved, finds—
 - (i) Makes the person unable to safely perform the duties or exercise the privileges of the airman certificate applied for or held; or
 - (ii) May reasonably be expected, for the maximum duration of the airman medical certificate applied for or held, to make the person unable to perform those duties or exercise those privileges.
- (c) No other personality disorder, neurosis, or other mental condition that the Director, Aviation Medicine Department, based on the case history and

appropriate, qualified medical judgment relating to the condition involved, finds—

- (1) Makes the person unable to safely perform the duties or exercise the privileges of the airman certificate applied for or held; or
- (2) May reasonably be expected, for the maximum duration of the airman medical certificate applied for or held, to make the person unable to perform those duties or exercise those privileges.

§ 67.109 Neurologic

Neurologic standards for a first-class airman medical certificate are:

- (a) No established medical history or clinical diagnosis of any of the following:
 - (1) Epilepsy;
 - (2) A disturbance of consciousness without satisfactory medical explanation of the cause; or
 - (3) A transient loss of control of nervous system function(s) without satisfactory medical explanation of the cause.
- (b) No other seizure disorder, disturbance of consciousness, or neurologic condition that the Director, Aviation Medicine Department, based on the case history and appropriate, qualified medical judgment relating to the condition involved, finds—
 - (1) Makes the person unable to safely perform the duties or exercise the privileges of the airman certificate applied for or held; or
 - (2) May reasonably be expected, for the maximum duration of the airman medical certificate applied for or held, to make the person unable to perform those duties or exercise those privileges.

§ 67.111 Cardiovascular

Cardiovascular standards for a first-class airman medical certificate are:

- (a) No established medical history or clinical diagnosis of any of the following:
 - (1) Myocardial infarction;
 - (2) Angina pectoris;
 - (3) Coronary heart disease that has required treatment or, if untreated, that has been symptomatic or clinically significant;
 - (4) Cardiac valve replacement;
 - (5) Permanent cardiac pacemaker implantation; or

- (6) Heart replacement;
- (b) A person applying for first-class medical certification must demonstrate an absence of myocardial infarction and other clinically significant abnormality on electrocardiographic examination:
 - (1) At the first application after reaching the 35th birthday; and
 - (2) On an annual basis after reaching the 40th birthday.
- (c) An electrocardiogram will satisfy a requirement of paragraph (b) of this section if it is dated no earlier than 60 days before the date of the application it is to accompany and was performed and transmitted according to acceptable standards and techniques.

§ 67.113 General medical condition

The general medical standards for a first-class airman medical certificate are:

- (a) No established medical history or clinical diagnosis of diabetes mellitus that requires insulin or any other hypoglycemic drug for control.
- (b) No other organic, functional, or structural disease, defect, or limitation that the Director, Aviation Medicine Department, based on the case history and appropriate, qualified medical judgment relating to the condition involved, finds—
 - (1) Makes the person unable to safely perform the duties or exercise the privileges of the airman certificate applied for or held; or
 - (2) May reasonably be expected, for the maximum duration of the airman medical certificate applied for or held, to make the person unable to perform those duties or exercise those privileges.
- (c) No medication or other treatment that the Director, Aviation Medicine Department, based on the case history and appropriate, qualified medical judgment relating to the medication or other treatment involved, finds—
 - (1) Makes the person unable to safely perform the duties or exercise the privileges of the airman certificate applied for or held; or
 - (2) May reasonably be expected, for the maximum duration of the airman medical certificate applied for or held, to make the person unable to perform those duties or exercise those privileges.

§ 67.115 Discretionary issuance

A person who does not meet the provisions of §§ 67.103 through 67.113 may apply for the discretionary issuance of a certificate under § 67.401.

Sub-part C Second-Class Airman Medical Certificate

§ 67.201 Eligibility

To be eligible for a second-class airman medical certificate, and to remain eligible for a second-class airman medical certificate, a person must meet the requirements of this subpart.

§ 67.203 Eye

Eye standards for a second-class airman medical certificate are:

- (a) Distant visual acuity of 20/20 or better in each eye separately, with or without corrective lenses. If corrective lenses (spectacles or contact lenses) are necessary for 20/20 vision, the person may be eligible only on the condition that corrective lenses are worn while exercising the privileges of an airman certificate.
- (b) Near vision of 20/40 or better, Snellen equivalent, at 16 inches in each eye separately, with or without corrective lenses. If age 50 or older, near vision of 20/40 or better, Snellen equivalent, at both 16 inches and 32 inches in each eye separately, with or without corrective lenses.
- (c) Ability to perceive those colors necessary for the safe performance of airman duties.
- (d) Normal fields of vision.
- (e) No acute or chronic pathological condition of either eye or adnexa that interferes with the proper function of an eye, that may reasonably be expected to progress to that degree, or that may reasonably be expected to be aggravated by flying.
- (f) Bifoveal fixation and vergence-relationship sufficient to prevent a break in fusion under conditions that may reasonably be expected to occur in performing airman duties. Tests for the factors named in this paragraph are not required except for persons found to have more than 1 prism diopter of hyperphoria, 6 prism diopters of esophoria, or 6 prism diopters of exophoria. If any of these values are exceeded, the Director, Aviation Medicine Department may require the person to be examined by a qualified eye specialist to determine if there is bifoveal fixation and an adequate vergence-phoria relationship. However, if otherwise eligible, the person is issued a medical certificate pending the results of the examination.
- (g) When near correction is required in accordance with this paragraph, a second pair of near-correction spectacles shall be kept available for immediate use.

§ 67.205 Ear, nose, throat, and equilibrium

Application shall be tested by pure tone audiometry at first issue of the assessment.

Ear, nose, throat, and equilibrium standards for a second-class airman medical certificate are:

- (a) The person shall demonstrate acceptable hearing by at least one of the following tests:
- (1) Demonstrate an ability to hear an average conversational voice in a quiet room, using both ears, at a distance of 6 feet from the examiner, with the back turned to the examiner.
 - (2) Demonstrate an acceptable understanding of speech as determined by audiometric speech discrimination testing to a score of at least 70 percent obtained in one ear or in a sound field environment.
 - (2) Provide acceptable results of pure tone audiometric testing of unaided hearing acuity according to the following table of worst acceptable thresholds, using the calibration standards of the American National Standards Institute

Frequency (Hz)	500 Hz	1000 Hz	2000 Hz	3000 Hz
Better ear (dB)	35	30	30	40
Poorer ear (dB)	35	50	50	60

No disease or condition of the middle or internal ear, nose, oral cavity, pharynx, or larynx that—

- (1) Interferes with, or is aggravated by, flying or may reasonably be expected to do so; or
 - (2) Interferes with, or may reasonably be expected to interfere with, clear and effective speech communication.
- (c) No disease or condition manifested by, or that may reasonably be expected to be manifested by, vertigo or a disturbance of equilibrium.

§ 67.207 Mental

Mental standards for a second-class airman medical certificate are:

- (a) No established medical history or clinical diagnosis of any of the following:
- (1) A personality disorder that is severe enough to have repeatedly manifested itself by overt acts.
 - (2) A psychosis. As used in this section, “psychosis” refers to a mental disorder in which:
 - (i) The individual has manifested delusions, hallucinations, grossly bizarre or disorganized behavior, or other commonly accepted symptoms of this condition; or

- (ii) The individual may reasonably be expected to manifest delusions, hallucinations, grossly bizarre or disorganized behavior, or other commonly accepted symptoms of this condition.
- (3) A bipolar disorder.
- (4) Substance dependence, except where there is established clinical evidence, satisfactory to the Director, Aviation Medicine Department, of recovery, including sustained total abstinence from the substance(s) for not less than the preceding 2 years. As used in this section—
- (i) “Substance” includes: Alcohol; other sedatives and hypnotics; anxiolytics; opioids; central nervous system stimulants such as cocaine, amphetamines, and similarly acting sympathomimetics; hallucinogens; phencyclidine or similarly acting arylcyclohexylamines; cannabis; inhalants; and other psychoactive drugs and chemicals; and
 - (ii) “Substance dependence” means a condition in which a person is dependent on a substance, other than tobacco or ordinary xanthine-containing (e.g., caffeine) beverages, as evidenced by—
 - (A) Increased tolerance;
 - (B) Manifestation of withdrawal symptoms;
 - (C) Impaired control of use; or
 - (D) Continued use despite damage to physical health or impairment of social, personal, or occupational functioning.
- (b) No substance abuse within the preceding 2 years defined as:
- (1) Use of a substance in a situation in which that use was physically hazardous, if there has been at any other time an instance of the use of a substance also in a situation in which that use was physically hazardous;
 - (2) A verified positive drug test result, an alcohol test result of 0.04 or greater alcohol concentration, or a refusal to submit to a drug or alcohol test required by the Official Government Agencies; or
 - (3) Misuse of a substance that the Director, Aviation Medicine Department, based on case history and appropriate, qualified medical judgment relating to the substance involved, finds—
 - (i) Makes the person unable to safely perform the duties or exercise the privileges of the airman certificate applied for or held; or
 - (ii) May reasonably be expected, for the maximum duration of the airman medical certificate applied for or held, to make the person unable to perform those duties or exercise those privileges.

- (c) No other personality disorder, neurosis, or other mental condition that the Director, Aviation Medicine Department, based on the case history and appropriate, qualified medical judgment relating to the condition involved, finds—
 - (1) Makes the person unable to safely perform the duties or exercise the privileges of the airman certificate applied for or held; or
 - (2) May reasonably be expected, for the maximum duration of the airman medical certificate applied for or held, to make the person unable to perform those duties or exercise those privileges.

§ 67.209 Neurologic

Neurologic standards for a second-class airman medical certificate are:

- (a) No established medical history or clinical diagnosis of any of the following:
 - (1) Epilepsy;
 - (2) A disturbance of consciousness without satisfactory medical explanation of the cause; or
 - (3) A transient loss of control of nervous system function(s) without satisfactory medical explanation of the cause;
- (b) No other seizure disorder, disturbance of consciousness, or neurologic condition that the Director, Aviation Medicine Department, based on the case history and appropriate, qualified medical judgment relating to the condition involved, finds—
 - (1) Makes the person unable to safely perform the duties or exercise the privileges of the airman certificate applied for or held; or
 - (2) May reasonably be expected, for the maximum duration of the airman medical certificate applied for or held, to make the person unable to perform those duties or exercise those privileges

§ 67.211 Cardiovascular

Cardiovascular standards for a second-class medical certificate are no established medical history or clinical diagnosis of any of the following:

- (a) Myocardial infarction;
- (b) Angina pectoris;
- (c) Coronary heart disease that has required treatment or, if untreated, that has been symptomatic or clinically significant;

- (d) Cardiac valve replacement;
- (e) Permanent cardiac pacemaker implantation; or
- (f) Heart replacement.

§ 67.213 General medical condition

The general medical standards for a second-class airman medical certificate are:

- (a) No established medical history or clinical diagnosis of diabetes mellitus that requires insulin or any other hypoglycemic drug for control.
- (b) No other organic, functional, or structural disease, defect, or limitation that the Director, Aviation Medicine Department, based on the case history and appropriate, qualified medical judgment relating to the condition involved, finds—
 - (1) Makes the person unable to safely perform the duties or exercise the privileges of the airman certificate applied for or held; or
 - (2) May reasonably be expected, for the maximum duration of the airman medical certificate applied for or held, to make the person unable to perform those duties or exercise those privileges.
- (c) No medication or other treatment that the Director, Aviation Medicine Department, based on the case history and appropriate, qualified medical judgment relating to the medication or other treatment involved, finds—
 - (1) Makes the person unable to safely perform the duties or exercise the privileges of the airman certificate applied for or held; or
 - (2) May reasonably be expected, for the maximum duration of the airman medical certificate applied for or held, to make the person unable to perform those duties or exercise those privileges.

§ 67.215 Discretionary issuance

A person who does not meet the provisions of §§ 67.203 through 67.213 may apply for the discretionary issuance of a certificate under § 67.401.

Sub-part D Third-Class Airman Medical Certificate

§ 67.301 Eligibility

To be eligible for a third-class airman medical certificate, or to remain eligible for a third-class airman medical certificate, a person must meet the requirements of this subpart.

§ 67.303 Eye

Eye standards for a third-class airman medical certificate are:

- (a) Distant visual acuity of 20/40 or better in each eye separately, with or without corrective lenses. If corrective lenses (spectacles or contact lenses) are necessary for 20/40 vision, the person may be eligible only on the condition that corrective lenses are worn while exercising the privileges of an airman certificate.
- (b) Near vision of 20/40 or better, Snellen equivalent, at 16 inches in each eye separately, with or without corrective lenses.
- (c) Ability to perceive those colors necessary for the safe performance of airman duties.
- (d) No acute or chronic pathological condition of either eye or adnexa that interferes with the proper function of an eye, that may reasonably be expected to progress to that degree, or that may reasonably be expected to be aggravated by flying.
- (e) When near correction is required in accordance with this paragraph, a second pair of near-correction spectacles shall be kept available for immediate use.

§ 67.305 Ear, nose, throat, and equilibrium

Application shall be tested by pure tone audiometry at first issue of the assessment.

Ear, nose, throat, and equilibrium standards for a third-class airman medical certificate are:

- (a) The person shall demonstrate acceptable hearing by at least one of the following tests:
 - (1) Demonstrate an ability to hear an average conversational voice in a quiet room, using both ears, at a distance of 6 feet from the examiner, with the back turned to the examiner.
 - (2) Demonstrate an acceptable understanding of speech as determined by audiometric speech discrimination testing to a score of at least 70 percent obtained in one ear or in a sound field environment.
 - (3) Provide acceptable results of pure tone audiometric testing of unaided hearing

acuity according to the following table of worst acceptable thresholds, using the calibration standards of the American National Standards Institute,

Frequency (Hz)	500 Hz	1000 Hz	2000 Hz	3000 Hz
Better ear (dB)	35	30	30	40
Poorer ear (dB)	35	50	50	60

- (b) No disease or condition of the middle or internal ear, nose, oral cavity, pharynx, or larynx that—
 - (1) Interferes with, or is aggravated by, flying or may reasonably be expected to do so; or
 - (2) Interferes with clear and effective speech communication.
- (c) No disease or condition manifested by, or that may reasonably be expected to be manifested by, vertigo or a disturbance of equilibrium.

§ 67.307 Mental

Mental standards for a third-class airman medical certificate are:

- (a) No established medical history or clinical diagnosis of any of the following:
 - (1) A personality disorder that is severe enough to have repeatedly manifested itself by overt acts.
 - (2) A psychosis. As used in this section, “psychosis” refers to a mental disorder in which—
 - (i) The individual has manifested delusions, hallucinations, grossly bizarre or disorganized behavior, or other commonly accepted symptoms of this condition; or
 - (ii) The individual may reasonably be expected to manifest delusions, hallucinations, grossly bizarre or disorganized behavior, or other commonly accepted symptoms of this condition.
 - (3) A bipolar disorder.
 - (4) Substance dependence, except where there is established clinical evidence, satisfactory to the Director, Aviation Medicine Department, of recovery, including sustained total abstinence from the substance(s) for not less than the preceding 2 years. As used in this section—
 - (i) “Substance” includes: alcohol; other sedatives and hypnotics; anxiolytics; opioids; central nervous system stimulants such as cocaine, amphetamines, and similarly acting sympathomimetics; hallucinogens; phencyclidine or

similarly acting arylcyclohexylamines; cannabis; inhalants; and other psychoactive drugs and chemicals; and

(ii) “Substance dependence” means a condition in which a person is dependent on a substance, other than tobacco or ordinary xanthine-containing (e.g., caffeine) beverages, as evidenced by—

(A) Increased tolerance;

(B) Manifestation of withdrawal symptoms;

(C) Impaired control of use; or

(D) Continued use despite damage to physical health or impairment of social, personal, or occupational functioning.

(b) No substance abuse within the preceding 2 years defined as:

(1) Use of a substance in a situation in which that use was physically hazardous, if there has been at any other time an instance of the use of a substance also in a situation in which that use was physically hazardous;

(2) A verified positive drug test result, an alcohol test result of 0.04 or greater alcohol concentration, or a refusal to submit to a drug or alcohol test required by the Official Government Agencies; or

(3) Misuse of a substance that the Director, Aviation Medicine Department, based on case history and appropriate, qualified medical judgment relating to the substance involved, finds—

(i) Makes the person unable to safely perform the duties or exercise the privileges of the airman certificate applied for or held; or

(ii) May reasonably be expected, for the maximum duration of the airman medical certificate applied for or held, to make the person unable to perform those duties or exercise those privileges.

(c) No other personality disorder, neurosis, or other mental condition that the Director, Aviation Medicine Department, based on the case history and appropriate, qualified medical judgment relating to the condition involved, finds—

(1) Makes the person unable to safely perform the duties or exercise the privileges of the airman certificate applied for or held; or

(2) May reasonably be expected, for the maximum duration of the airman medical certificate applied for or held, to make the person unable to perform those duties or exercise those privileges.

§ 67.309 Neurologic

Neurologic standards for a third-class airman medical certificate are:

- (a) No established medical history or clinical diagnosis of any of the following:
 - (1) Epilepsy;
 - (2) A disturbance of consciousness without satisfactory medical explanation of the cause; or
 - (3) A transient loss of control of nervous system function(s) without satisfactory medical explanation of the cause.
- (b) No other seizure disorder, disturbance of consciousness, or neurologic condition that the Director, Aviation Medicine Department, based on the case history and appropriate, qualified medical judgment relating to the condition involved, finds—
 - (1) Makes the person unable to safely perform the duties or exercise the privileges of the airman certificate applied for or held; or
 - (2) May reasonably be expected, for the maximum duration of the airman medical certificate applied for or held, to make the person unable to perform those duties or exercise those privileges.

§ 67.311 Cardiovascular

Cardiovascular standards for a third class airman medical certificate are no established medical history or clinical diagnosis of any of the following:

- (a) Myocardial infarction;
- (b) Angina pectoris;
- (c) Coronary heart disease that has required treatment or, if untreated, that has been symptomatic or clinically significant;
- (d) Cardiac valve replacement;
- (e) Permanent cardiac pacemaker implantation; or
- (f) Heart replacement.

§ 67.313 General medical condition

The general medical standards for a third-class airman medical certificate are:

- (a) No established medical history or clinical diagnosis of diabetes mellitus that requires insulin or any other hypoglycemic drug for control.

- (b) No other organic, functional, or structural disease, defect, or limitation that the Director, Aviation Medicine Department, based on the case history and appropriate, qualified medical judgment relating to the condition involved, finds—
- (1) Makes the person unable to safely perform the duties or exercise the privileges of the airman certificate applied for or held; or
 - (2) May reasonably be expected, for the maximum duration of the airman medical certificate applied for or held, to make the person unable to perform those duties or exercise those privileges.
- (c) No medication or other treatment that the Director, Aviation Medicine Department, based on the case history and appropriate, qualified medical judgment relating to the medication or other treatment involved, finds—
- (1) Makes the person unable to safely perform the duties or exercise the privileges of the airman certificate applied for or held; or
 - (2) May reasonably be expected, for the maximum duration of the airman medical certificate applied for or held, to make the person unable to perform those duties or exercise those privileges.

§ 67.315 Discretionary issuance

A person who does not meet the provisions of §§ 67.303 through 67.313 may apply for the discretionary issuance of a certificate under § 67.401.

Sub-part E Certification Procedures

§ 67.401 Special issuance of medical certificates

- (a) At the discretion of the Director, Aviation Medicine Department, an Authorization for Special Issuance of a Medical Certificate (Authorization), valid for a specified period, may be granted to a person who does not meet the provisions of subparts B, C, or D of this part if the person shows to the satisfaction of the Director, Aviation Medicine Department that the duties authorized by the class of medical certificate applied for can be performed without endangering public safety during the period in which the Authorization would be in force. The Director, Aviation Medicine Department may authorize a special medical flight test, practical test, or medical evaluation for this purpose. A medical certificate of the appropriate class may be issued to a person who does not meet the provisions of subparts B, C, or D of this part if that person possesses a valid Authorization and is otherwise eligible. An airman medical certificate issued in accordance with this section shall expire no later than the end of the validity period or upon the withdrawal of the Authorization upon which it is based. At the end of its specified validity period, for grant of a new Authorization, the person must again show to the satisfaction of the Director, Aviation Medicine Department that the duties authorized by the class of medical certificate applied for can be performed without endangering public safety during the period in which the Authorization would be in force.
- (b) At the discretion of the Director, Aviation Medicine Department, a Statement of Demonstrated Ability (SODA) may be granted, instead of an Authorization, to a person whose disqualifying condition is static or no progressive and who has been found capable of performing airman duties without endangering public safety. A SODA does not expire and authorizes a designated aviation medical examiner to issue a medical certificate of a specified class if the examiner finds that the condition described on its face has not adversely changed.
- (c) In granting an Authorization or SODA, the Director, Aviation Medicine Department may consider the person's operational experience and any medical facts that may affect the ability of the person to perform airman duties including—
- (1) The combined effect on the person of failure to meet more than one requirement of this part; and
 - (2) The prognosis derived from professional consideration of all available information regarding the person.
- (d) In granting an Authorization or SODA under this section, the Director, Aviation Medicine Department specifies the class of medical certificate authorized to be issued and may do any or all of the following:
- (1) Limit the duration of an Authorization;
 - (2) Condition the granting of a new Authorization on the results of subsequent medical tests, examinations, or evaluations;

- (3) State on the Authorization or SODA, and any medical certificate based upon it, any operational limitation needed for safety; or
 - (4) Condition the continued effect of an Authorization or SODA, and any second- or third-class medical certificate based upon it, on compliance with a statement of functional limitations issued to the person in coordination with the Aviation Medical Examiner.
- (e) In determining whether an Authorization or SODA should be granted to an applicant for a third-class medical certificate, the Director, Aviation Medicine Department considers the freedom of an airman, exercising the privileges of a private pilot certificate, to accept reasonable risks to his or her person and property that are not acceptable in the exercise of commercial or airline transport pilot privileges, and, at the same time, considers the need to protect the safety of persons and property in other aircraft and on the ground.
- (f) An Authorization or SODA granted under the provisions of this section to a person who does not meet the applicable provisions of subparts B, C, or D of this part may be withdrawn, at the discretion of the Director, Aviation Medicine Department, at any time if—
- (1) There is adverse change in the holder's medical condition;
 - (2) The holder fails to comply with a statement of functional limitations or operational limitations issued as a condition of certification under this section;
 - (3) Public safety would be endangered by the holder's exercise of airman privileges;
 - (4) The holder fails to provide medical information reasonably needed by the Director, Aviation Medicine Department for certification under this section; or
 - (5) The holder makes or causes to be made a statement or entry that is the basis for withdrawal of an Authorization or SODA under § 67.403.
- (g) A person who has been granted an Authorization or SODA under this section based on a special medical flight or practical test need not take the test again during later physical examinations unless the Director, Aviation Medicine Department determines or has reason to believe that the physical deficiency has or may have degraded to a degree to require another special medical flight test or practical test.
- (h) The authority of the Director, Aviation Medicine Department under this section is also exercised by the Senior Aviation Medical Examiner.
- (i) If an Authorization or SODA is withdrawn under paragraph (f) of this section the following procedures apply:
- (1) The holder of the Authorization or SODA will be served a letter of withdrawal, stating the reason for the action;
 - (2) By not later than 60 days after the service of the letter of withdrawal, the holder of the Authorization or SODA may request, in writing, that the Director, Aviation Medicine Department provide for review of the decision to

withdraw. The request for review may be accompanied by supporting medical evidence;

- (3) Within 60 days of receipt of a request for review, a written final decision either affirming or reversing the decision to withdraw will be issued; and
- (4) A medical certificate rendered invalid pursuant to a withdrawal, in accordance with paragraph (a) of this section, shall be surrendered to the Director, Aviation Medicine Department upon request.

§ 67.403 Applications, certificates, logbooks, reports, and records: Falsification, reproduction, or alteration; incorrect statements

(a) No person may make or cause to be made—

- (1) A fraudulent or intentionally false statement on any application for a medical certificate or on a request for any Authorization for Special Issuance of a Medical Certificate (Authorization) or Statement of Demonstrated Ability (SODA) under this part;
- (2) A fraudulent or intentionally false entry in any logbook, record, or report that is kept, made, or used, to show compliance with any requirement for any medical certificate or for any Authorization or SODA under this part;
- (3) A reproduction, for fraudulent purposes, of any medical certificate under this part; or
- (4) An alteration of any medical certificate under this part.

(b) The commission by any person of an act prohibited under paragraph (a) of this section is a basis for—

- (1) Suspending or revoking all airman, ground instructor, and medical certificates and ratings held by that person;
- (2) Withdrawing all Authorizations or SODA's held by that person; and
- (3) Denying all applications for medical certification and requests for Authorizations or SODA's.

(c) The following may serve as a basis for suspending or revoking a medical certificate; withdrawing an Authorization or SODA; or denying an application for a medical certificate or request for an authorization or SODA:

- (1) An incorrect statement, upon which the GACA relied, made in support of an application for a medical certificate or request for an Authorization or SODA.
- (2) An incorrect entry, upon which the GACA relied, made in any logbook, record, or report that is kept, made, or used to show compliance with any requirement for a medical certificate or an Authorization or SODA.

§ 67.405 Medical examinations: Who may give

- (a) *First-class.* Any aviation medical examiner who is specifically designated for the purpose may give the examination for the first-class medical certificate. Any interested person may obtain a list of these aviation medical examiners, in any area, from the GACA.
- (b) *Second- and third-class.* Any aviation medical examiner may give the examination for the second- or third class medical certificate. Any interested person may obtain a list of aviation medical examiners, in any area, from the GACA.

§ 67.407 Delegation of authority

- (a) The authority of the President of GACA to issue or deny medical certificates is delegated to the Director, Aviation Medicine Department to the extent necessary to—
 - (1) Examine applicants for and holders of medical certificates to determine whether they meet applicable medical standards; and
 - (2) Issue, renew, and deny medical certificates, and issue, renew, deny, and withdraw Authorizations for Special Issuance of a Medical Certificate and Statements of Demonstrated Ability to a person based upon meeting or failing to meet applicable medical standards.
- (b) Subject to limitations in this chapter, the delegated functions of the Director, Aviation Medicine Department to examine applicants for and holders of medical certificates for compliance with applicable medical standards and to issue, renew, and deny medical certificates are also delegated to aviation medical examiners and to authorized representatives of the Director, Aviation Medicine Department within the GACA.
- (c) The authority of the President of GACA, to reconsider the action of an aviation medical examiner is delegated to the Director, Aviation Medicine Department. Where the person does not meet the standards of §§ 67.107(b)(3) and (c), 67.109(b), 67.113(b) and (c), 67.207(b)(3) and (c), 67.209(b), 67.213(b) and (c), 67.307(b)(3) and (c), 67.309(b), or 67.313(b) and (c), any action taken under this paragraph other than by the Director, Aviation Medicine Department is subject to reconsideration by the Director, Aviation Medicine Department. A certificate issued by an aviation medical examiner is considered to be affirmed as issued unless an GACA official Director, Aviation Medicine Department or Senior Medical Examiner reverses that issuance within 60 days after the date of issuance. However, if within 60 days after the date of issuance an Director, Aviation Medicine Department or Senior Medical Examiner requests the certificate holder to submit additional medical information, an Director, Aviation Medicine Department or Senior Medical Examiner may reverse the issuance within 60 days after receipt of the requested information.
- (d) The authority of the President of GACA to re-examine any civil airman to the

extent necessary to determine an airman's qualification to continue to hold an airman medical certificate, is delegated to the Director, Aviation Medicine Department and his or her authorized representatives within the GACA.

§ 67.409 Denial of medical certificate

- (a) Any person who is denied a medical certificate by an aviation medical examiner may, within 30 days after the date of the denial, apply in writing and in duplicate to the:

Manager
Aviation Medicine Section
General Authority of Civil Aviation
Safety & Air Transport Sector
Aviation Medicine Section
P.O.BOX 887
Jeddah 21165
Kingdom of Saudi Arabia

For reconsideration of that denial, if the person does not ask for reconsideration during the 30-day period after the date of the denial, he or she is considered to have withdrawn the application for a medical certificate.

- (b) The denial of a medical certificate—
- (1) By an aviation medical examiner is not a Final Denial.
 - (2) By the Director, Aviation Medicine Department is considered to be a denial.
 - (3) By the Director, Aviation Medicine Department is considered to be a denial by the President of GACA except where the person does not meet the standards of §§ 67.107(b)(3) and (c), 67.109(b), or 67.113(b) and (c); 67.207(b)(3) and (c), 67.209(b), or 67.213(b) and (c); or 67.307(b)(3) and (c), 67.309(b), or 67.313(b) and (c).
- (c) Any action taken under § 67.407(c) that wholly or partly reverses the issue of a medical certificate by an aviation medical examiner is the denial of a medical certificate under paragraph (b) of this section.
- (d) If the issue of a medical certificate is wholly or partly reversed by the Director, Aviation Medicine Department, the person holding that certificate shall surrender it, upon request of the GACA.
- (e) The denial by President of GACA is a Final Denial.

§ 67.411 Medical certificates by Aviation Medical Examiner of Armed Forces

- (a) The GACA has designated Aviation Medical Examiner of the Armed Forces on specified military posts, stations, and facilities, as aviation medical examiners.
- (b) An aviation medical examiner described in paragraph (a) of this section may give physical examinations for the GACA medical certificates to persons who are on

active duty or who are, under Department of Defense medical programs, eligible for GACA medical certification as civil airmen. In addition, such an examiner may issue or deny an appropriate GACA medical certificate in accordance with the regulations of this chapter and the policies of the GACA.

- (c) Any interested person may obtain a list of the military posts, stations, and facilities at which a flight surgeon has been designated as an aviation medical examiner from the Director, Aviation Medicine Department,

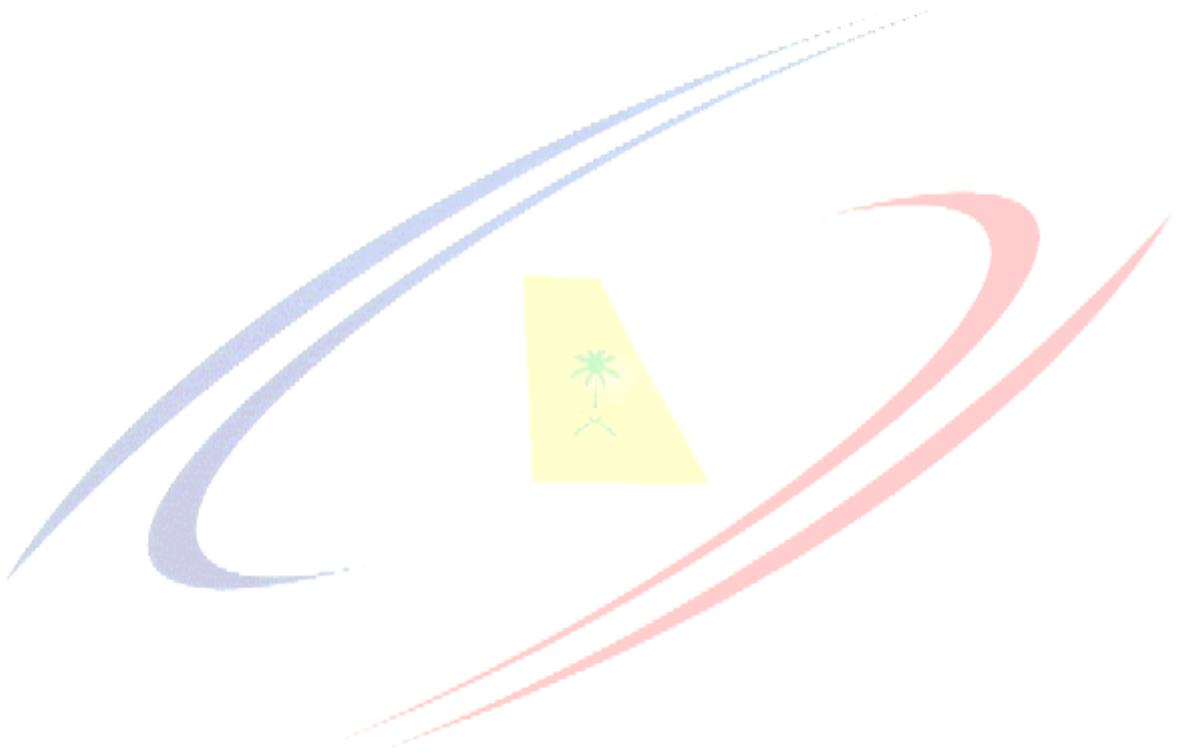
§ 67.413 Medical records

- (a) Whenever the Director, Aviation Medicine Department finds that additional medical information or history is necessary to determine whether an applicant for or the holder of a medical certificate meets the medical standards for it, the Director, Aviation Medicine Department requests that person to furnish that information or to authorize any clinic, hospital, physician, or other person to release to the Director, Aviation Medicine Department all available information or records concerning that history. If the applicant or holder fails to provide the requested medical information or history or to authorize the release so requested, the Director, Aviation Medicine Department may suspend, modify, or revoke all medical certificates the airman holds or may, in the case of an applicant, deny the application for an airman medical certificate.
- (b) If an airman medical certificate is suspended or modified under paragraph (a) of this section, that suspension or modification remains in effect until the requested information, history, or authorization is provided to the GACA and until the Director, Aviation Medicine Department determines whether the person meets the medical standards under this part.

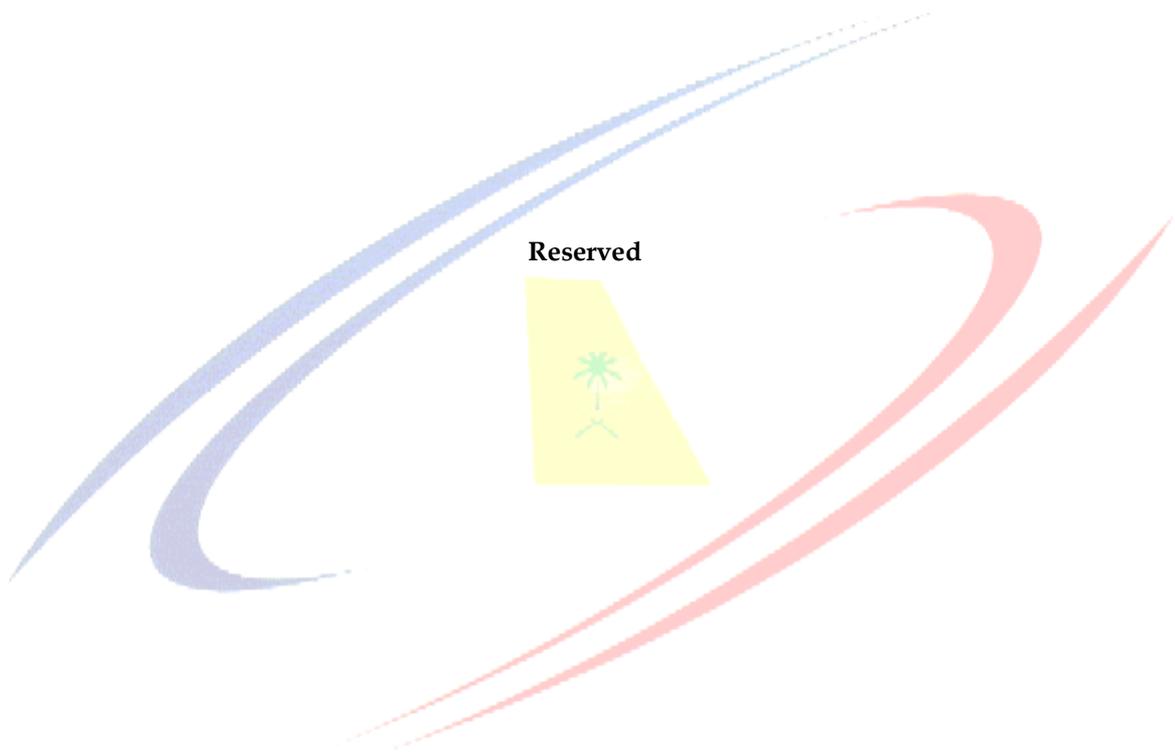
§ 67.415 Return of medical certificate after suspension or revocation

The holder of any medical certificate issued under this part that is suspended or revoked shall, upon the Administrator request, return it to the Director, Aviation Medicine Department.

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Appendix A Medical Fitness Requirement for Aviation Rescue and Fire Fighting Personnel



CHAPTER 4 – ADDITIONAL GACA REGULATION

2-1 Military Pilot or former military pilots: Special rules.

(a) General. Except for a person who has been removed from flying status for lack of proficiency or because of a disciplinary action involving aircraft operations, a K.S.A. military pilot or former military pilot who meets the requirements of this section may apply, on the basis of his or her military pilot qualifications, for:

(1) A commercial pilot certificate with the appropriate aircraft category and class rating.

(2) An instrument rating with the appropriate aircraft rating.

(3) A type rating.

(b) Military pilots and former military pilots in the K.S.A. Armed Forces. A person who qualifies as a military pilot or former military pilot in the K.S.A. Armed Forces may apply for a pilot certificate and ratings under paragraph (a) of this section if that person—

(1) Presents evidentiary documents described under paragraphs (h) (1), (2), and (3) of this section that show the person's status in the K.S.A. Armed Forces.

(2) Has passed the GACA aeronautical knowledge test on the appropriate parts for commercial pilot privileges and limitations, air traffic and general operating rules, and accident reporting rules.

(3) Presents official K.S.A. military records that show compliance with one of the following requirements—

(i) Before the date of the application, passing an official K.S.A. military pilot and instrument proficiency check in a military aircraft of the kind of aircraft category, class, and type, if class or type of aircraft is applicable, for the ratings sought; or

(ii) Before the date of application, logging 10 hours of pilot time as a military pilot in a K.S.A. military aircraft in the kind of aircraft category, class, and type, if a class rating or type rating is applicable, for the aircraft rating sought.

(4) Passed English language proficiency test required by ICAO with minimum grade Level - 4

(5) Passes appropriate Practical tests administered or observed by GACA inspector for non-transport aircraft experience and GACA inspector, DPE or TCE for others.

(c) A military pilot in the Armed Forces of a foreign contracting State to the Convention on International Civil Aviation. A person who is a military pilot in the Armed Forces of a foreign contracting State to the Convention on International Civil Aviation and is assigned to pilot duties in the K.S.A. Armed Forces, for purposes other than receiving flight training, may apply for a commercial pilot certificate and ratings under paragraph (a) of this section, provided that person—

(1) Presents evidentiary documents described under paragraph (h)(4) of this section that show the person is a military pilot in the Armed Forces of a foreign contracting State to the Convention on International Civil Aviation, and is assigned to pilot duties in the K.S.A. Armed Forces, for purposes other than receiving flight training.

(2) Has passed the GACA aeronautical knowledge test on the appropriate parts of this chapter for commercial pilot privileges and limitations, air traffic and general operating rules, and accident reporting rules.

(3) Presents official K.S.A. military records that show compliance with one of the following requirements:

(i) Before the date of the application, passed an official K.S.A. military pilot and

instrument proficiency check in a military aircraft of the kind of aircraft category, class, or type, if class or type of aircraft is applicable, for the ratings; or

(ii) Before the date of the application, logged 10 hours of pilot time as a military pilot in a K.S.A. military aircraft of the kind of category, class, and type of aircraft, if a class rating or type rating is applicable, for the aircraft rating.

(4) Passed English language proficiency test required by ICAO with minimum grade Level - 4

(5) Passes appropriate Practical tests administered or observed by GACA inspector for non-transport aircraft experience and GACA inspector, DPE or TCE for others.

(d) Instrument rating. A person who is qualified as a K.S.A. military pilot or former military pilot may apply for an instrument rating to be added to a pilot certificate if that person—

(1) Has passed an instrument proficiency check in the K.S.A. Armed Forces in the aircraft category for the instrument rating sought; and

(2) Has an official K.S.A. Armed Forces record that shows the person is instrument pilot qualified by the K.S.A. Armed Forces to conduct instrument flying on airways in that aircraft category and class for the instrument rating sought.

(3) Has passed appropriate Practical tests administered or observed by GACA inspector for non-transport aircraft experience and GACA inspector, DPE or TCE for others.

(e) Aircraft type rating.

(1) An aircraft type rating may only be issued for a type of aircraft that has a comparable civilian type designation by the president.

(2) Has passed appropriate Practical tests administered or observed by GACA inspector for non-transport aircraft experience and GACA inspector, DPE or TCE for others.

(f) Aircraft type rating placed on an airline transport pilot certificate. A person who is a military pilot or former military pilot of the K.S.A. Armed Forces and requests an aircraft type rating to be placed on an existing K.S.A. airline transport pilot certificate may be issued the rating at the airline transport pilot certification level, provided that person:

(1) Holds a category and class rating for that type of aircraft at the airline transport pilot certification level; and

(2) Has passed appropriate Practical tests administered or observed by GACA inspector for non-transport aircraft experience and GACA inspector, DPE or TCE for others.

(g) Flight instructor certificate and ratings. A person who can show official K.S.A. military documentation of being a K.S.A. military instructor pilot or K.S.A. military pilot examiner, or a former instructor pilot or pilot examiner may apply for and be issued a flight instructor certificate with the appropriate ratings if that person:

(1) Holds a commercial or airline transport pilot certificate with the appropriate aircraft category and class rating, if a class rating is appropriate, for the flight instructor rating sought;

(2) Holds an instrument rating, or has instrument privileges, on the pilot certificate that is appropriate to the flight instructor rating sought; and

(3) Presents the following documents:

(i) A knowledge test report that shows the person passed a knowledge test on the aeronautical knowledge areas listed under § 61.185(a) appropriate to the flight instructor rating sought and the knowledge test was passed within the preceding 24 calendar months prior to the month of application.

(ii) An official K.S.A. Armed Forces record or order that shows the person completed a K.S.A. Armed Forces' instructor pilot or pilot examiner training course and received an aircraft rating qualification as a military instructor pilot or pilot examiner that is appropriate to the flight instructor rating sought.

(iii) An official K.S.A. Armed Forces record or order that shows the person completed fundamentals of instruction training course.

(iv) An official K.S.A. Armed Forces record or order that shows the person passed a K.S.A. Armed Forces instructor pilot or pilot examiner proficiency check in an aircraft as a military instructor pilot or pilot examiner that is appropriate to the flight instructor rating sought.

(4) Has passed appropriate Practical tests administer or observed by GACA inspector for non-transport aircraft experience and GACA inspector, DPE or TCE for others.

(h) Documents for qualifying for a pilot certificate and rating. The following documents are required for a person to apply for a pilot certificate and rating:

(1) An official K.S.A. Armed Forces record that shows the person is or was a military pilot.

(2) An official K.S.A. Armed Forces record that shows the person graduated from a K.S.A. Armed Forces undergraduate pilot training school or foreign pilot school as scholarship and received a rating qualification as a military pilot.

(3) An official K.S.A. Armed Forces record that shows the pilot passed a pilot proficiency check and instrument proficiency check in an aircraft as a military pilot.

(4) If a person is a military pilot in the Armed Forces from a foreign contracting State to the Convention on International Civil Aviation and is applying for a pilot certificate and rating, that person must present the following:

(i) An official K.S.A. Armed Forces record that shows the person is a military pilot in the K.S.A. Armed Forces;

(ii) An official K.S.A. Armed Forces record that shows the person is assigned as a military pilot in the K.S.A. Armed Forces for purposes other than receiving flight training;

(iii) An official record that shows the person graduated from a military undergraduate pilot training school from the Armed Forces from a foreign contracting State to the Convention on International Civil Aviation or from the K.S.A. Armed Forces, and received a qualification as a military pilot; and

(iv) An official K.S.A. Armed Forces record that shows that the person passed a pilot proficiency check and instrument proficiency check in an aircraft as a military pilot in the K.S.A. Armed Forces.

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2.2 Language proficiency.

(a) Aeroplane, airship, helicopter and powered-lift pilots, air traffic controllers and aeronautical station operators shall demonstrate the ability to speak and understand the language used for radiotelephony communications to the level specified in the language proficiency requirements in ICAO Annex 1 Appendix 1.

(b) Recommendation.— Flight engineers, and glider and free balloon pilots should have the ability to speak and understand the language used for radiotelephony communications.

(c) Flight navigators required to use the radiotelephone aboard an aircraft shall demonstrate the ability to speak and understand the language used for radiotelephony communications.

(d) Flight navigators required to use the radiotelephone aboard an aircraft, should demonstrate the ability to speak and understand the language used for radiotelephony communications to the level specified in the language proficiency requirements in ICAO Annex 1 Appendix 1.

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

2.3 Transitional measures related to the powered-lift category

Until 5 March 2022, the Licensing Authority may endorse a type rating for aircraft of the powered-lift category on an aeroplane or helicopter pilot licence. The endorsement of the rating on the licence shall indicate that the aircraft is part of the powered-lift category. The training for the type rating in the powered-lift category shall be completed during a course of approved training, shall take into account the previous experience of the applicant in an aeroplane or a helicopter as appropriate and incorporate all relevant aspects of operating an aircraft of the powered-lift category.

2.4 Limitation of privileges of pilots who have attained their 60th birthday and curtailment of privileges of pilots who have attained their 65th birthday

a) A Contracting State, having issued pilot licences, shall not permit the holders thereof to act as pilot of an aircraft engaged in international commercial air transport operations if the licence holders have attained their 60th birthday or, in the case of operations with more than one pilot, their 65th birthday.

Note.— Attention is drawn to GACAR/FAR 61.23 on the validity period of Medical Assessments for pilots over the age of 60 who are engaged in commercial air transport operations.

2.5 Type rating as required by 2.1.3.2 a)

The applicant shall have:

a) Gained, under appropriate supervision, experience in the applicable type of aircraft and/or flight simulator in the following:

- 1- Normal flight procedures and manoeuvres during all phases of flight;
- 2- Abnormal and emergency procedures and manoeuvres in the event of failures and malfunctions of equipment, such as engine, systems and airframe;
- 3- where applicable, instrument procedures, including instrument approach, missed approach and landing procedures under normal, abnormal and emergency conditions, including simulated engine failure;
- 4- For the issue of an aeroplane category type rating, upset prevention and recovery training; and

Note 1.— Procedures for upset prevention and recovery training are contained in the Procedures for Air Navigation Services —Training (PANS-TRG, Doc 9868).

Note 2.— Guidance on upset prevention and recovery training is contained in the Manual on Aeroplane Upset Prevention and Recovery Training (Doc 10011).

Note 3.— The Manual of Criteria for the Qualification of Flight Simulation Training Devices (Doc 9625) provides guidance on the approval of flight simulation training devices for upset prevention and recovery training.

Note 4.— The aeroplane upset prevention and recovery training may be integrated in the type rating programme or be conducted immediately after, as an additional module.

— Procedures for crew incapacitation and crew coordination including allocation of pilot tasks; crew cooperation and use of checklists;

Note. — Attention is called to 2.1.8.1 on the qualifications required for pilots giving flight training.

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

c) Demonstrated, at the airline transport pilot licence level, an extent of knowledge determined by the Licensing Authority on the basis of the requirements specified in 2.6.1.2.

Note.— See the Manual of Procedures for Establishment and Management of a State's Personnel Licensing System (Doc 9379) for guidance of a general nature on cross-crew qualification and cross-credit.