

PART 2 – PERSONNEL LICENSING

2.1 GENERAL LICENSING REQUIREMENTS

2.1.1 General

2.1.1.1 APPLICABILITY

- (a) Part 2 prescribes—
- (1) The requirements for issuing airman licenses, and ratings; and authorisations to those licenses, as applicable;
 - (2) The conditions under which those licenses, ratings, and authorisations are necessary; and
 - (3) The privileges and limitations of holders of those licenses, ratings, and authorisations.

2.1.1.2 DEFINITIONS

- (a) For the purpose of Part 2, the following definitions shall apply—
- (1) **Accredited medical conclusion.** The conclusion reached by one or more medical experts acceptable to the SSCA for the purposes of the case concerned, in consultation with other experts as necessary.
 - (2) **Advanced flight training device.** A flight training device that has a cockpit that accurately replicates a specific make, model, and type aircraft cockpit, and handling characteristics that accurately model the aircraft handling characteristics.
 - (3) **Aircraft Maintenance Engineer (AME)** A person approved by the SSCA to perform defined maintenance upon aeronautical products; the term "aircraft maintenance engineer" as used herein can include persons similarly qualified by other Contracting States and referred to as "licensed mechanic," "certificated (certified) mechanic," "aviation maintenance technician(AMT)," "licensed aircraft maintenance engineer(LAME)," or by other terms, all of which mean an aircraft maintenance license holder.
 - (4) **Complex aeroplane.** An aeroplane having retractable landing gear (except in seaplanes), flaps, and a controllable propeller.
 - (5) **Core curriculum.** A set of courses approved by the SSCA, for use by an ATO and its satellite ATOs. The core curriculum consists of training that is required for licensing or aircraft ratings. It does not include training for tasks and circumstances unique to a particular user.
 - (6) **Flight training equipment.** Flight simulators, flight training devices, and aircraft.
 - (7) **High-performance aeroplane.** An aeroplane with an engine of more than 200 horsepower.
 - (8) **Operating position.** An air traffic control function performed within or directly associated with a control facility.
 - (9) **Psychosis.** A mental disorder in which the individual has manifested delusions, hallucinations, grossly bizarre or disorganised behaviour, or other commonly accepted symptoms of this condition; or the individual may reasonably be expected to manifest delusions, hallucinations, grossly bizarre or disorganised behaviour, or other commonly accepted symptoms of this condition.
 - (10) **Substance abuse.** Refers to—
 - (i) The 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;
 - (ii) A verified positive drug test result acquired under an anti-drug program or internal program of Cambodian government; or
 - (iii) Misuse of a substance that the SSCA, based on case history and qualified medical judgement relating to the substance involved finds, which makes the applicant unable to safely perform the duties or exercise the privileges of the certificate applied for or held; or may reasonably be expected, for the maximum duration of the medical certificate applied for or held, to make the applicant unable to perform those duties or exercise those privileges.
 - (11) **Substance dependence.** 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 increased tolerance; manifestation of withdrawal symptoms; impaired control of use; or continued use despite damage to physical health or impairment of social, personal, or occupational functioning.

- (12) **Substance.** Alcohol, sedatives, hypnotics, anxiolytics, hallucinogens, opioids, cannabis, inhalants, central nervous system stimulants such as cocaine, amphetamines, and similarly acting sympathomimetics, phencyclidine or similarly acting arylcyclohexylamines, and other psychoactive drugs and chemicals.

2.1.1.3 ACRONYMS

- (a) The following acronyms are used in Part 2:
- (1) AME – Aircraft Maintenance Engineer
 - (2) AMO – Approved Maintenance Organisation (Part 1)
 - (3) AMT - Aviation Maintenance Technician
 - (4) AOC - Air Operator Certificate (Civil Aviation Law)
 - (5) AOCR-Air Operator Certificate Requirement
 - (6) ARS - Aviation Repair Specialist
 - (7) ATO - Aviation Training Organisation
 - (8) cm – centimetre(s)
 - (9) dB – decibels micro Pascal)
 - (10) IA – Inspection Authorisation
 - (11) IFR - Instrument Flight Rules
 - (12) ICAO - International Civil Aviation Organisation (Civil Aviation Law)
 - (13) PIC - Pilot In Command (Part 1)
 - (14) SIC - Second In Command (Part 1)
 - (15) VFR - Visual Flight Rules

2.2 LICENCES, RATINGS AND AUTHORIZATIONS FOR PILOTS

2.2.1.1 APPLICABILITY

This section describes the licenses, ratings and pilot authorisations issued by the SSCA and prescribes the requirements for testing and validating such licenses, ratings, and authorisations.

2.2.1.2 GENERAL RULES REGARDING LICENSES AND RATINGS

- (a) No person may act as the PIC of an aircraft unless that person holds the appropriate category, class, and type rating (if a class rating and type rating is required) for the aircraft to be flown, except where the pilot is the sole occupant of the aircraft, or—
- (i) Is receiving training for the purpose of obtaining an additional pilot license or rating that is appropriate to that aircraft while under the supervision of an authorised instructor; or
 - (ii) Has received training required by this Part that is appropriate to the aircraft category, class, and type rating (if a class or type rating is required) for the aircraft to be flown, and has received the required endorsements from an authorised instructor.
- (b) A pilot may not act as PIC of an aircraft that is carrying another person, or is operated for compensation or hire, unless that pilot holds a category, class, and type rating (if a class and type rating is required) that applies to the aircraft.
- Note: This subsection does not require a category and class rating for an aircraft not type certified as an aeroplane, rotorcraft, glider, powered-lift, or lighter-than-air aircraft.*
- (c) Except as provided in paragraph (i) of this subsection, no person may act as PIC of a complex aeroplane, high-performance aeroplane, or a pressurised aircraft capable of flight above 25,000 feet MSL, or an aircraft that the SSCA has determined requires aircraft type-specific training unless the person has—
- (i) Received and logged ground and flight training from an authorised instructor in the applicable aeroplane type, or in an approved flight simulator or approved flight training device that is representative of that, and has been found proficient in the operation and systems of that aeroplane; and
 - (ii) Received a one-time endorsement in the pilot's logbook from an authorised instructor who certifies the person is proficient to operate that aircraft.
- (d) The training and endorsement required by paragraph (h) of this subsection is not required if the person has logged flight time as PIC of that type of aircraft, or in an approved flight simulator or approved flight training device that is representative of such an aircraft, prior to [the effective date of the rule].

- (e) Additional training required for operating tailwheel aeroplanes. Except as provided in paragraph (j)(3) of this subsection, no person may act as PIC of a tailwheel aeroplane unless that person has:
- (i) Received and logged flight training from an authorised instructor in a tailwheel aeroplane on the manoeuvres and procedures listed in paragraph (j)(2) of this subsection.
 - (ii) Received an endorsement in the person's logbook from an authorised instructor who found the person proficient in the operation of a tailwheel aeroplane, to include at least normal and crosswind takeoffs and landings, wheel landings (unless the manufacturer has recommended against such landings), and go-around procedures.
 - (iii) The training and endorsement required by this subsection is not required if the person logged PIC time in a tailwheel aeroplane.

Implementing Standard: See IS: 2.1.2.7 for details on additional requirements and exemptions to the training requirements of this subsection.

- (f) The SSCA may issue to an applicant who cannot comply with certain eligibility requirements or areas of operations required for the issue of a license because of physical limitations, or for other reasons, a license, rating, or authorisation with an appropriate limitation provided the—
- (i) Applicant is able to meet all other certification requirements for the license, rating, or authorisation sought;
 - (ii) Physical limitation, if any, has been recorded with the SSCA on the applicant's medical records; and
 - (iii) SSCA determines that the applicant's inability to perform the particular area of operation will not adversely affect safety.
- (g) The SSCA may remove a limitation placed on a person's license provided that person demonstrates to an examiner or inspector satisfactory proficiency in the area of operation to which the limitation applies, or otherwise shows compliance with conditions to remove the limitation, as applicable.
- (h) No person may act as a pilot of a civil aircraft of foreign registry under Air Operating Certificate issued by Cambodia unless the pilot license was issued or validated by the country in which the aircraft is registered.
- (i) Limitation of Privileges of Pilots who have attained their 60th birthday and curtailment of privileges of pilots who have attained their 65th birthday
- (i) No person who holds a pilot licence issued under this Part shall act as PIC of a Cambodian registry aircraft engaged in international commercial operations if the licence holder has attained their 60th birthday or in the case of operations with more than one pilot where the other pilot is younger than 60 years of ages, their 65th birthday. This curtailment does not apply to domestic commercial operations.
 - (ii) For all flying activities, licence holders who have attained their 60th birthday must also have satisfactorily completed a pilot proficiency check on the aircraft type to be operated twice within the period of one year. Any two such checks shall be no less than four consecutive months apart.
 - (iii) The period of validity of a medical assessment of any flight crew licence holder who have attained their 60th birthday shall be 6 months.

- (j) No person may act as a pilot, unless that person holds an appropriate and current medical certificate issued under this Part, or other documentation acceptable to the SSCA. Medical certificate can only be accepted by SSCA, if the medical examiner has been approved by SSCA.

Implementing Standard: See IS: 2.5.2.3 for persons exempt from holding a medical certificate.

- (k) Effective 05 March 2008 no person may act as a pilot, unless that person has met the level 4 English requirement.

2.2.1.3 LICENSES ISSUED

- (a) The SSCA may issue the following licenses under this Part—
- (1) Pilot licenses—
 - (i) Student pilot;
 - (ii) Private pilot;
 - (iii) Commercial pilot; and
 - (iv) Airline transport pilot.

2.2.1.4 RATINGS ISSUED

- (a) The SSCA may issue the following ratings for pilots—
- (1) Category ratings in the following aircraft:
 - (i) Aeroplane.
 - (ii) Rotorcraft.
 - (iii) Glider.
 - (iv) Lighter-than-air.
 - (v) Power lift.
 - (vi) Flight instructor

Note: ICAO Annex 1, Section 2.1, uses the terms "aeroplane, helicopter, glider, and free balloon" as basic categories. The terms used above more accurately represents the diversity of aircraft in normal use today, and will be used in this Part.
 - (2) Class ratings in the following aeroplanes:
 - (i) Single-engine, land.
 - (ii) Single-engine, sea.
 - (iii) Multi-engine, land.
 - (v) Multi-engine, sea.
 - (3) Class ratings in the following rotorcraft:
 - (i) Helicopter.
 - (ii) Gyroplane.
 - (4) Class ratings in the following lighter-than-air aircraft:
 - (i) Airship.
 - (ii) Free balloon.
 - (5) Type ratings in the following aircraft:
 - (i) Large aircraft, other than lighter-than-air.
 - (ii) Small turbojet powered aeroplanes.
 - (iii) Small helicopters for operations requiring an airline transport certificate.
 - (iv) Aircraft certified for at least two pilots.
 - (v) Any aircraft considered necessary by the SSCA.
 - (6) Instrument ratings in the following aircraft:
 - (i) Instrument – Aeroplane.
 - (ii) Instrument – Helicopter.
- (b) The SSCA may place the category, class, or type rating on a pilot license when issuing that license, provided the rating reflects the appropriate category, class, or type aircraft used to demonstrate skill and knowledge for its issuance.

2.2.1.5 AUTHORISATIONS ISSUED

- (a) The SSCA may issue the following authorisations under this Part—
- (1) Category II pilot authorisation.
 - (2) Category III, IIIa, IIIb and IIIc pilot authorisation
 - (3) RVSM
 - (4) ETOPS
 - (5) Special purpose pilot authorisation.

2.2.1.6 DURATION OF LICENSES, RATINGS, AND AUTHORISATIONS

- (a) Except as shown in paragraphs (b), (c), and (d) below, the SSCA issues all pilot licenses under this subpart without a specific expiration date.
- (b) Student pilot license. A student pilot license expires 24 calendar months from the month in which it is issued.
- (c) Flight instructor rating. A flight instructor rating expires 24 calendar months from the month in which it is issued and is effective only while the holder has a valid pilot license.
- (d) Category II, III, a, b, c Pilot Authorisation. A Category II or III pilot authorisation expires at the end of the sixth calendar month after the month in which it was issued or renewed. TO BE REVIEWED.

2.2.1.7 TEMPORARY LICENSE OR RATING

- (a) The SSCA may issue a temporary license or rating for up to 60 days, at which time the SSCA will issue a permanent license to a person whom the SSCA finds qualified under this Part.
- (b) A temporary license or rating expires—
 - (6) On the expiration date shown on the license;
 - (7) Upon receipt of the permanent license; or
 - (8) Upon receipt of a notice that the license or rating sought is denied or revoked.

2.2.1.8 Validation of Foreign and Military Pilot Licenses and Ratings

(1) PRIVATE PILOT LICENSE AND RATINGS ISSUED ON THE BASIS OF A FOREIGN PILOT LICENSE

- (a) *General.* A person who holds a current pilot license issued by another Contracting State may apply for and be issued a private pilot license with the appropriate ratings, unless otherwise permitted in paragraph (f) of this subsection, without any further showing of proficiency if the applicant—
 - Is not under an order of revocation or suspension by the country that issued the pilot license;
 - Holds a license that does not contain an endorsement stating that the applicant has not met all of the standards of ICAO for that license;
 - Does not currently hold a pilot license issued by the SSCA;
 - Holds a current medical certificate issued under Part 2 or a current medical certificate issued by the country that issued the applicant's pilot license; and
 - Except as provided in 2.1.2.7, is able to read, speak, write, and understand the English language.
- (b) *Aircraft ratings issued.* The SSCA may place upon a pilot's license which it issues the aircraft ratings listed on that pilot's foreign pilot license.
- (c) *Instrument ratings issued.* The SSCA may issue an instrument rating on a pilot license to a person who holds an instrument rating on a license issued by another Contracting State provided—
 - (i) Within 24 months preceding the month in which the person applies for the instrument rating, the applicant passes the appropriate knowledge test; and
 - (ii) The applicant meets ICAO level 4 English language proficiency requirements.
- (d) *Operating privileges and limitations.* A person who receives a pilot license under the provisions of this subsection—
 - (i) May act as a pilot of a civil aircraft of Cambodian registry in accordance with the private pilot privileges authorised by Part 2;
 - (ii) Shall be limited to the privileges placed on the license by the SSCA;
 - (iii) Shall be subject to the limitations and restrictions on the person's license issued by the SSCA and foreign pilot license when exercising the privileges of that pilot license in an aircraft of Cambodian registry; and
 - (iv) Shall not exercise the privileges of the pilot license issued by the SSCA when the person's foreign pilot license has been revoked or suspended.
- (e) Provision for issue of a license on the basis of a foreign license.
 - (i) An applicant may use only one foreign pilot license as a basis for obtaining a pilot license issued by the SSCA.
 - (ii) An applicant for a license under this subsection shall provide a foreign pilot license and medical certification in the English language or accompanied by an English language transcription that has been signed by an official or representative of the foreign aviation authority that issued the foreign pilot license.
 - (iii) The SSCA will place upon a pilot license issued under this Subsection the pilot's foreign license number and country of issuance.

The SSCA may issue licenses other than a private license, or other ratings, or both, based on an arrangement with another authority. SSCA will contact the issuing authority for verification of the authenticity and currency of the foreign license.

(2) MILITARY PILOTS OR FORMER MILITARY PILOTS: SPECIAL RULES

- (a) Except for a rated military pilot or former rated military pilot who has been removed from flying status for lack of proficiency, or because of disciplinary action involving aircraft operations, a rated military pilot or former rated military pilot who meets the requirements of IS: 2.1.3.2 may apply, on the basis of his or her military training, for—
A commercial pilot license;
An aircraft rating in the category and class of aircraft for which that military pilot is qualified;
An instrument rating with the appropriate aircraft rating for which that military pilot is qualified;
and
A type rating, if appropriate.

Implementing Standard: See IS: 2.1.3.2 for requirements concerning military pilots and former military pilots.

2.2.1.9 General Testing and Training Requirements

(1) TESTS: GENERAL PROCEDURE

Tests prescribed by or under Part 2 are given at times and places, and by persons designated by the SSCA.

(2) KNOWLEDGE TEST: PREREQUISITES AND PASSING GRADES

- (a) An applicant for a knowledge test shall have—
Received an endorsement from a SSCA authorised instructor certifying that the applicant accomplished a SSCA approved ground-training or a home-study course required by Part 2 for the license or rating sought and is prepared for the knowledge test; and
Proper identification at the time of application that contains the applicant's—
Photograph;
Signature;
Date of birth, which shows the applicant meets or will meet the age requirements of Part 2 for the license sought before the expiration date of the airman knowledge test report; and
Actual residential address, if different from the applicant's mailing address.
- (b) The SSCA will specify the minimum passing grade for the knowledge test.

(3) PRACTICAL TEST: PREREQUISITES

- (a) To be eligible for a practical test, an applicant shall meet all applicable requirements for the license or rating sought.
Implementing Standard: See IS: 2.1.4.3 for the eligibility requirements of a practical test.
- (b) If an applicant does not complete all increments of a practical test for a license or rating on one date, the applicant shall complete all remaining increments of the test not more than 60 calendar days after that date.
- (c) If an applicant does not satisfactorily complete all increments of the practical test for a license or a rating within 60 calendar days after beginning the test, the applicant shall retake the entire practical test, including those increments satisfactorily completed.

(4) PRACTICAL TESTS: GENERAL PROCEDURES

- (a) Except as provided in paragraph (b) of this subsection, the SSCA will determine an applicant's ability to hold a license or rating issued under this Subpart based upon the applicant's ability to safely perform the following during a practical test—
(i) Perform the tasks specified in the areas of operation for the license or rating sought within the prescribed standards;
(ii) Demonstrate mastery of the aircraft with the successful outcome of each task—
1. Never seriously in doubt for the private pilot and commercial pilot tests; and
2. Never in doubt for the airline transport pilot license and aircraft type rating tests;
(iii) Demonstrate sound judgement; and
(iv) Demonstrate single-pilot competence if the aircraft is type certified for single-pilot operations.
- (b) If an applicant does not demonstrate proficiency without the aid of a SIC pilot, the SSCA will place the limitation, "SIC Required" on the applicant's airman license. The applicant may

remove the limitation by passing the appropriate practical test and by demonstrating single-pilot competency in that aircraft.

- (c) If an applicant fails any area of operation, that applicant fails the practical test.
- (d) An applicant is not eligible for a license or rating sought until all the areas of operation are passed.
- (e) The examiner or the applicant may discontinue a practical test at any time—
 - (i) When the applicant fails one or more of the areas of operation; or
 - (ii) Due to inclement weather conditions, aircraft airworthiness, or any other safety-of-flight concern.
- (f) If a practical test is discontinued, the SSCA may give the applicant credit for those areas of operation already passed, but only if the applicant—
 - (i) Passes the remainder of the practical test within the 60-day period after the date the practical test was begun;
 - (ii) Presents to the examiner for the retest the original notice of disapproval form or the letter of discontinuance form, as appropriate;
 - (iii) Satisfactorily accomplishes any additional training needed and obtains the appropriate instructor endorsements, if additional training is required.

(5) PRACTICAL TESTS: REQUIRED AIRCRAFT AND EQUIPMENT

Except when permitted to accomplish the entire flight increment of the practical test in a SSCA approved flight simulator or a SSCA approved flight training device, an applicant for a license or rating issued under Part 2 shall furnish an aircraft with the necessary equipment and controls.

Implementing Standard: See IS: 2.1.4.5 for required equipment and controls for practical tests.

(6) RETESTING AFTER FAILURE

An applicant for a knowledge or practical test who fails that test may reapply for the test only after the applicant has received—

The necessary training from an authorised instructor who has determined that the applicant is proficient to pass the test; and

An endorsement from an authorised instructor who gave the applicant the additional training.

An applicant for a flight instructor license with an aeroplane category rating or, for a flight instructor license with a glider category rating, who has failed the practical test due to deficiencies in instructional proficiency on stall awareness, spin entry, spins, or spin recovery shall—

Comply with the requirements of paragraph (a) of this subsection before being retested;

Bring an aircraft to the retest that is of the appropriate aircraft category for the rating sought and is certified for spins; and

Demonstrate satisfactory instructional proficiency on stall awareness, spin entry, spins, and spin recovery to an examiner during the retest.

(7) RECORDS OF TRAINING TIME

(a) Each person shall document and record the following time in a manner acceptable to the SSCA:

- (i) Training and aeronautical experience used to meet the requirements for a license, rating, qualification, authorisation, or flight review of Part 2.
- (ii) The aeronautical experience required to show recent flight experience requirements of these regulations.

Implementing Standard: See IS: 2.1.4.7 for flight time to be recorded.

(8) FLIGHT TRAINING RECEIVED FROM FLIGHT INSTRUCTORS NOT RATED BY THE SSCA

(a) A person may credit flight training toward the requirements of a pilot license or rating if that person received the training from—

(i) A flight instructor of an Armed Force in a program for training military pilots of either—
Cambodia; or

Another Contracting State, subject to the satisfactory verification of authenticity of the foreign Armed Forces by SSCA; or

(ii) A flight instructor authorised to give such training by the SSCA of a Contracting State, provided that the flight training is given outside Cambodia.

- (b) A flight instructor described in paragraph (a) of this subsection is authorised to give only the endorsements to show training given.

(9) LIMITATIONS ON THE USE OF FLIGHT SIMULATORS AND FLIGHT TRAINING DEVICES

- (a) Except as specified in paragraphs (b) or (c) of this subsection, no airman may receive credit for use of any flight simulator or flight training device for satisfying any training, testing, or checking requirement of this part unless that flight simulator or flight training device is approved by the SSCA for—
 - (i) The training, testing, and checking for which it is used;
 - (ii) Each particular manoeuvre, procedure, or crewmember function performed; and
 - (iii) The representation of the specific category and class of aircraft, type of aircraft, particular variation within the type of aircraft, or set of aircraft for certain flight training devices.
- (b) The SSCA will consider as a flight training device any device used for flight training, testing, or checking that the SSCA has accepted or approved prior [*date of adoption of this rule*], which any user can show to function as originally designed, provided it is used for the same purposes for which it was originally accepted or approved and only to the extent of such acceptance or approval.
- (c) The SSCA may approve a device other than a flight training simulator or flight training device for specific purposes.

Implementing Standard: See IS: 2.1.4.9 for requirements on the use of approved simulators and flight training devices.

(10) GRADUATES OF A TRAINING PROGRAMME APPROVED UNDER OTHER PARTS: SPECIAL RULES

The SSCA will consider a person who presents a graduation certificate from a certificate holder under Part 3, Subpart 3.2 or Subpart 3.3, and within 60 days after the date of graduation, to have met the applicable aeronautical experience and aeronautical knowledge and areas of operation training requirements of Subpart 2.2.

2.2.2 Aircraft Ratings and Pilot Authorisations

2.2.2.1 GENERAL REQUIREMENT

To be eligible for an aircraft rating or authorisation to a pilot license, an applicant shall meet the appropriate requirements of this Section for the aircraft rating or authorisation sought.

2.2.2.2 INSTRUMENT RATING REQUIREMENTS

- (a) An applicant for an instrument rating shall—
 - (i) Hold a pilot license with an aircraft category and class rating for the instrument rating sought;
 - (ii) Receive a logbook or training record endorsement from an authorised instructor certifying that the person is prepared to take the required practical test;
 - (iii) Pass the required knowledge test on the aeronautical knowledge areas, unless the applicant already holds an instrument rating in another category; and
 - (iv) Pass the required practical test on the areas of operation in—
 1. The aircraft category, class, and type, if applicable, appropriate to the rating sought; or
 2. A flight simulator or a flight training device appropriate to the rating sought and approved for the specific manoeuvre or procedure performed.
- (b) *Aeronautical knowledge.* An applicant for an instrument rating shall have received and logged ground training from an authorised instructor on the areas of aeronautical knowledge that apply to the instrument rating.
- (c) *Flight proficiency.* An applicant for an instrument rating shall receive and log training from an authorised instructor in an aircraft, or in an approved flight simulator or approved flight training device, in accordance with paragraph (e) of this subsection.
- (d) *Aeronautical experience.* An applicant for an instrument rating shall have logged the required aeronautical experience shown in the implementing standard for this subsection.

- (e) *Use of approved flight simulators or approved flight training devices.* If the instrument training was provided by an authorised instructor in an approved flight simulator or an approved flight training device, an applicant may perform—
 - (i) A maximum of 30 hours in that flight simulator or flight training device if the training was accomplished in accordance with a training program approved under Part 3, Subpart 3.2; or
 - (ii) A maximum of 20 hours in that flight simulator or flight training device if the training was not accomplished in accordance with a training program approved under Part 3, Subpart 3.2.

Implementing Standard: See IS: 2.2.1.2 for additional requirements pertaining to the knowledge test, practical test, aeronautical experience, and aeronautical knowledge areas that apply to the instrument rating.

2.2.2.3 CATEGORY RATING

- (a) A pilot seeking a category rating—
 - (i) Shall have received the required training and possess the aeronautical experience prescribed by this part for the aircraft category and, if applicable, class and type rating sought;
 - (ii) Shall have an endorsement in his or her logbook or training record from an authorised instructor that the applicant has been found competent in the following areas, as appropriate to the pilot license for the aircraft category and, if applicable, class and type rating sought—
 - 1. Aeronautical knowledge areas.
 - 2. Areas of operation.
 - (iii) Shall pass the practical test applicable to the pilot license for the aircraft category and, if applicable, class and type rating sought; and
 - (iv) Need not take an additional knowledge test, provided the applicant holds an aeroplane, rotorcraft, powered-lift, or airship rating at that pilot license level.

2.2.2.4 CLASS RATING

- (a) A pilot seeking an additional class rating—
 - (i) Shall have an endorsement in his or her logbook or training record from an authorised instructor that the applicant has been found competent in the following areas, as appropriate to the pilot license and for the aircraft class rating sought:
 - 1. Aeronautical knowledge areas.
 - 2. Areas of operation.
 - (ii) Shall pass the practical test applicable to the pilot license for the aircraft class rating sought;
 - (iii) Need not meet the training time requirements prescribed by this Part for the aircraft class rating sought; and
 - (iv) Need not take an additional knowledge test, provided the applicant holds an aeroplane, rotorcraft, powered-lift, or airship rating at that pilot license level.

2.2.2.5 TYPE RATING

- (a) To act as a PIC of any of the following aircraft, a pilot shall hold a type rating for that aircraft:
 - (i) Large aircraft (except lighter-than-air).
 - (ii) Turbojet or turbofan powered aeroplanes.
 - (iii) Other aircraft specified by the SSCA through aircraft type certificate procedures.
- (b) Except as specified in paragraph (b)(6), a pilot seeking an aircraft type rating to be added on a pilot license, or the addition of an aircraft type rating that is accomplished concurrently with an additional aircraft category or class rating—
 - (i) Shall hold or concurrently obtain an instrument rating that is appropriate to the aircraft category, class, or type rating sought;
 - (ii) Shall have an endorsement in his or her logbook or training record from an authorised instructor that the applicant has been found competent in the following areas, as appropriate to the pilot license for the aircraft category, class and type rating sought—

1. Aeronautical knowledge areas;
2. Areas of operation;
- (iii) Shall pass the practical test applicable to the pilot license for the aircraft category, class, and type rating sought;
- (iv) Except as provided for in paragraphs (e) and (f), shall perform the practical test under instrument flight rules;
- (v) Need not take an additional knowledge test, provided the applicant holds an aeroplane, rotorcraft, powered-lift, or airship rating on their pilot license; and
- (vi) In the case of a pilot employee of an AOC holder, shall have—
 1. Met the appropriate requirements of paragraphs (b)(1),(4) and (5) for the aircraft type rating sought; and
 2. Received an endorsement in his or her flight training record from the certificate holder certifying that the applicant has completed the certificate holder's approved ground and flight training program appropriate to the aircraft type rating sought.
- (c) An applicant for a type rating who provides an aircraft not capable of the instrument manoeuvres and procedures required by the appropriate requirements contained in 2.2.1.2 for the practical test may—
 - (i) Obtain a type rating limited to "VFR only"; and
 - (ii) Remove the "VFR only" limitation for each aircraft type in which the applicant demonstrates compliance with the appropriate instrument requirements of these regulations.
- (d) The SSCA may issue to an applicant for a type rating a license with the limitation "VFR only" for each aircraft type not equipped for the applicant to show instrument proficiency.
- (e) An applicant for a type rating in a multiengine, single-pilot station aeroplane may meet the requirements of paragraph (b) in a multiseat version of that multiengine aeroplane.
- (f) An applicant for a type rating in a single-engine, single-pilot station aeroplane may meet the requirements of paragraph (b) in a multiseat version of that single-engine aeroplane.
- (g) Unless the SSCA requires certain or all tasks to be performed, the examiner who conducts the practical test may waive any of the tasks for which the SSCA approves.

2.2.2.6 CATEGORY II AND III PILOT AUTHORISATION REQUIREMENTS

- (a) *General.* An applicant for a Category II or Category III pilot authorisation shall—
 - (i) Hold a pilot license with an instrument rating or an airline transport pilot license;
 - (ii) Hold a category and class rating, and type rating, if applicable, for the aircraft for which the authorisation is sought; and
 - (iii) Complete the practical test requirements.
- (b) *Experience requirements.* An applicant for a Category II or Category III pilot authorisation shall have at least—
 - (i) 50 hours of night flight time as PIC.
 - (ii) 75 hours of instrument time under actual or simulated instrument conditions that may include not more than:
 1. A combination of 25 hours of simulated instrument flight time in an approved flight simulator or an approved flight training device; or
 2. 40 hours of simulated instrument flight time if accomplished in an approved course conducted by an appropriately rated ATO certified under Part 3, Subpart 3.2.
 - (iii) 250 hours of cross-country flight time as PIC.
- (c) Upon passing a practical test for a Category II or III pilot authorisation, a pilot may renew that authorisation for each type of aircraft for which the pilot holds authorisation.

- (d) The SSCA may not renew a Category II or Category III pilot authorisation for a specific type aircraft for which an authorisation is held beyond 12 calendar months from the month the applicant satisfactorily passed a practical test in that type aircraft.
- (e) If the holder of a Category II or Category III pilot authorisation passes the practical test for a renewal in the month before the authorisation expires, the SSCA will consider that the holder passed it during the month the authorisation expired.

Implementing Standard: See IS: 2.2.1.6 for additional requirements concerning Category II and III pilot authorisations.

2.2.2.7 SPECIAL PURPOSE PILOT AUTHORISATION: OPERATION OF CIVIL AIRCRAFT REGISTERED BY THE SSCA LEASED BY A PERSON WHO IS NOT A CITIZEN OF CAMBODIA

- (a) *General.* The SSCA may issue to the holder of a foreign pilot license issued by another Contracting State a special purpose pilot authorisation, after the applicant meets the requirements for—
 - (i) Performing pilot duties on a civil aircraft of Cambodian registry that is leased to a person who is not a citizen of Cambodia; and
 - (ii) Use of that aircraft in commercial air transportation.

Implementing Standard: See IS: 2.2.1.7 for eligibility requirements, privileges, and limitations associated with special purpose pilot authorisations.

2.2.3 Student Pilots

2.2.3.1 APPLICABILITY

This Subpart prescribes the requirements for the issuance of student pilot licenses, the conditions under which those licenses are necessary, and the general operating rules and limitations for the holders of those licenses.

2.2.3.2 ELIGIBILITY REQUIREMENTS FOR STUDENT PILOTS

- (a) To be eligible for a student pilot license, an applicant shall—
 - (i) Be at least 16 years of age for other than the operation of a glider or balloon;
 - (ii) Be at least 16 years of age for the operation of a glider or balloon; and
 - (iii) Except as provided in 2.1.2.7, be able to read, speak, write, and understand the English language.

2.2.3.3 APPLICATION

- (a) An applicant for a student pilot license shall apply to—
 - (i) A designated aviation medical examiner if applying for a medical certificate;
 - (ii) An approved ATO; or
 - (iii) The SSCA.

2.2.3.4 SOLO REQUIREMENTS FOR STUDENT PILOTS

- (a) *General.* A student pilot may not operate an aircraft in solo flight unless that student has met the requirements of this subsection.
- (b) Aeronautical knowledge.
 - (i) A student pilot shall satisfactorily pass an aeronautical knowledge test on the following subjects—
 1. Applicable sections of Part 2 and Part 8;
 2. Airspace rules and procedures for the airport where the student will perform solo flight; and

3. Flight characteristics and operational limitations for the make and model of aircraft to be flown.
 - (ii) The student's authorised instructor shall—
 1. Administer the test; and
 2. At the conclusion of the test, review all incorrect answers with the student before authorising that student to conduct a solo flight.
- (c) *Pre-solo flight training.* Prior to conducting a solo flight, a student pilot shall have—
 - (i) Received and logged flight training for the manoeuvres and procedures of this subsection that are appropriate to the make and model of aircraft to be flown; and
 - (ii) Demonstrated satisfactory proficiency and safety, as judged by an authorised instructor, on the manoeuvres and procedures required by this subsection in the make and model of aircraft or similar make and model of aircraft to be flown.
- (d) *Manoeuvres and procedures for pre-solo flight training.* A student pilot shall receive and log flight training for required manoeuvres and procedures.

Implementing Standard: See IS: 2.2.2.4 for required manoeuvres and procedures for a student pilot.

2.2.3.5 GENERAL LIMITATIONS

- (a) A student pilot may not act as PIC of an aircraft—
 - (i) That is carrying a passenger;
 - (ii) That is carrying property for compensation or hire
 - (iii) That is operated for compensation or hire;
 - (iv) In furtherance of a business;
 - (v) On an international flight;
 - (vi) With a flight or surface visibility of less than 5 KM during daylight hours or 8 KM at night;
 - (vii) When the flight cannot be made with visual reference to the surface; or
 - (viii) In a manner contrary to any limitations placed in the pilot's logbook by an authorised instructor.
- (b) A student pilot may not act as a required pilot flight crewmember on any aircraft for which more than one pilot is required by the aircraft type certificate or by these regulations under which the flight is conducted, except when receiving flight training from an authorised instructor on board an airship, and no person other than a required flight crewmember is carried on the aircraft.
- (c) A student pilot may not operate an aircraft in solo flight unless that student pilot has received within the 90 days preceding the date of the flight an endorsement from an authorised instructor for the specific make and model aircraft to be flown made—
 - (i) On his or her student pilot license; and
 - (ii) In the student's logbook.
- (d) A student pilot may not operate an aircraft in solo flight at night unless that student pilot has received—
 - (i) Flight training at night that includes takeoffs, approaches, landings, and go-arounds at night at the airport where the student will conduct solo flight;
 - (ii) Navigation training at night in the vicinity of the airport where the student pilot will conduct solo flight; and
 - (iii) An endorsement for night solo flight.

2.2.3.6 SOLO CROSS-COUNTRY FLIGHT REQUIREMENTS

- (a) General
 - (i) Except as provided in paragraph (b) of this subsection, a student pilot shall meet the requirements of this subsection before—

1. Conducting a solo cross-country flight, or any flight greater than 25 nautical miles from the airport from where the flight originated; and
 2. Making a solo flight and landing at any location other than the airport of origination.
- (ii) Except as provided in paragraph (b) of this subsection, a student pilot who seeks solo cross-country flight privileges shall—
1. Have received flight training from an authorised instructor on the manoeuvres and procedures of this subsection that are appropriate to the make and model of aircraft for which solo cross-country privileges are sought;
 2. Have demonstrated cross-country proficiency on the appropriate manoeuvres and procedures of this subsection to an authorised instructor;
 3. Have satisfactorily accomplished the pre-solo flight manoeuvres and procedures required by IS: 2.2.2.6 in the make and model of aircraft or similar make and model of aircraft for which solo cross-country privileges are sought; and
 4. Comply with any limitations included in the instructor's endorsement that are required by paragraph (c) of this subsection.
- (iii) A student pilot who seeks solo cross-country flight privileges shall have received ground and flight training from an authorised instructor on the cross-country manoeuvres and procedures listed in this subsection that are appropriate to the aircraft to be flown.
- (b) *Authorisation to perform certain solo flights and cross-country flights.* A student pilot shall obtain an endorsement from an authorised instructor to make solo flights, subject to the following conditions—
- (i) A student pilot may make solo flights to another airport that is within 25 nautical miles from the airport where the student pilot normally receives training, provided—
1. The authorised instructor who makes the endorsement gave the student pilot flight training at the other airport, and that training included flight in both directions over the route, entering and exiting the traffic pattern, and takeoffs and landings at the other airport;
 2. The student pilot has a current solo flight endorsement in accordance with 2.2.2.4.
 3. The instructor has determined that the student pilot is proficient to make the flight; and
 4. The purpose of the flight is to practice takeoffs and landings at that other airport.
- (ii) A student pilot may make repeated specific solo cross-country flights to another airport that is within 50 nautical miles of the airport from which the flight originated, provided—
1. The authorised instructor who gave the endorsement gave the student flight training in both directions over the route, including entering and exiting the traffic patterns, takeoffs, and landings at the airport to be used;
 2. The student has current solo flight endorsements in accordance with 2.2.2.4; and
 3. The student has a current solo cross-country flight endorsement in accordance with paragraph (c) of this subsection, except that separate endorsements are not required for each flight made under this paragraph.
- (c) *Endorsements for solo cross-country flights.* Except as specified in paragraph (b)(2), a student pilot shall have the endorsements prescribed in this paragraph for each make and model aircraft the student will fly on each cross-country flight—
- (i) Student pilot license endorsement.
1. A student pilot shall have a solo cross-country endorsement placed on the student pilot license by the authorised instructor who conducted the training.
- (ii) Logbook endorsement.
1. A student pilot shall have a solo cross-country endorsement placed in the student pilot's logbook by the authorised instructor who conducted the training.
 2. A licensed pilot who is receiving training for an additional aircraft category and class rating shall have an endorsement placed in the pilot's logbook by the authorised instructor who conducted the training.

- (d) *Manoeuvres and procedures for cross-country flight training.* A student pilot who is receiving training for cross-country flight shall receive and log flight training in the required manoeuvres and procedures.

Implementing Standard: See IS: 2.2.2.6 for list of required manoeuvres and procedures.

2.2.4 Private Pilots

2.2.4.1 APPLICABILITY

This subsection prescribes the requirements for the issuance of private pilot licenses and ratings, and the conditions under which those licenses and ratings are necessary.

2.2.4.2 ELIGIBILITY REQUIREMENTS: GENERAL

- (a) To be eligible for a private pilot license, a person shall—
- (i) Be at least 17 years of age for a rating in other than a glider or balloon.
 - (ii) Be at least 16 years of age for a rating in a glider or balloon.
 - (iii) Except as provided in 2.1.2.7, be able to read, speak, write, and understand the English language.
 - (iv) Receive a logbook endorsement for the knowledge test from an authorised instructor who—
 1. Conducted the training or reviewed the person's home study on the aeronautical knowledge areas listed in 2.2.3.3 that apply to the aircraft rating sought; and
 2. Certified that the person is prepared for the required knowledge test.
 - (v) Pass the required knowledge test on the aeronautical knowledge areas listed in 2.2.3.3.
 - (vi) Receive flight training and a logbook endorsement from an authorised instructor who—
 1. Conducted the training in the areas of operation listed in 2.2.3.4(a) that apply to the aircraft rating sought; and
 2. Certified that the person is prepared for the required practical test.
 - (vii) Meet the aeronautical experience requirements of this Subpart that apply to the aircraft rating sought before applying for the practical test.
 - (viii) Pass a practical test on the areas of operation listed in 2.2.3.4(a) that apply to the aircraft rating sought.
 - (ix) Comply with the appropriate sections of Subpart 2.2 that apply to the aircraft category and class rating sought.

2.2.4.3 AERONAUTICAL KNOWLEDGE

An applicant for a private pilot license shall receive and log ground training from an authorised instructor on the aeronautical knowledge areas shown in IS: 2.2.3.3.

Implementing Standard: See IS: 2.2.3.3 for list of aeronautical knowledge areas required for a private pilot license.

2.2.4.4 FLIGHT PROFICIENCY

- (a) An applicant for a private pilot license shall receive and log ground and flight training from an authorised instructor on the following areas of operation—
- (i) For all categories and class ratings, as applicable—
 1. Preflight preparation;
 2. Preflight procedures;
 3. Airport and seaplane base operations;
 4. Takeoffs, landings, and go-arounds;
 5. Performance manoeuvres;
 6. Ground reference manoeuvres;
 7. Navigation;
 8. Slow flight and stalls;
 9. Basic instrument manoeuvres;
 10. Emergency operations;
 11. Night operations; and
 12. Post-flight procedures.
 - (ii) For the category and class ratings shown below, the applicable areas of operation shown in paragraph (a) and—
 1. Aeroplane category rating with a multiengine class rating—

- a. Multiengine operations.
2. Rotorcraft category rating with a helicopter class rating—
 - a. Airport and heliport operations; and
 - b. Hovering manoeuvres.
3. Rotorcraft category rating with a gyroplane class rating—
 - a. Flight at slow airspeeds.
4. Powered-lift category rating—
 - a. Airport and heliport operations; and
 - b. Hovering manoeuvres.
5. Glider category rating—
 - a. Airport and gliderport operations;
 - b. Launches and landings;
 - c. Performance speeds; and
 - d. Soaring techniques.
6. Lighter-than-air category rating with a balloon class rating—
 - a. Launches and landings.

2.2.4.5 AERONAUTICAL EXPERIENCE

- (a) An applicant for a private pilot license with an aeroplane, rotorcraft, or powered-lift category rating shall receive and log one of the following minimum flight training times—
 - (i) At least 40 hours of flight time that includes at least 20 hours of flight training from an authorised instructor, and
 - (ii) 10 hours of solo flight training in the areas of operation listed in 2.2.3.4,
Implementing Standard: See IS: 2.2.3.5 for minimum aeronautical training requirement.
- (b) Except when fewer hours are approved by the SSCA, an applicant who has satisfactorily completed a private pilot course conducted by an ATO certified under Part 3, Subpart 3.2 need have only a total of 35 hours of aeronautical experience.
- (c) An applicant for a private pilot license may credit one of the following in an approved flight simulator or an approved flight training device representing the category, class, and type, if applicable, of aircraft appropriate to the rating sought—
 - (i) A maximum of 2.5 hours of training, if received from an authorised instructor other than an ATO; or
 - (ii) A maximum of 5 hours of training if the training is accomplished in a course conducted by an ATO certified under Part 3, Subpart 3.2.

2.2.4.6 CROSS-COUNTRY FLIGHTS: PILOTS BASED ON SMALL ISLANDS

- (a) Except as provided in paragraph (b) of this subsection, an applicant located on an island from which the cross-country flight training required in 2.2.2.6 cannot be accomplished without flying over water for more than 10 nautical miles from the nearest shoreline need not comply with the requirements of that section.
- (b) If other airports that permit civil operations are available to which a flight may be made without flying over water for more than 10 nautical miles from the nearest shoreline, the applicant shall show completion of two round-trip solo flights between those two airports that are farthest apart, including a landing at each airport on both flights.
- (c) The SSCA shall issue to an applicant who complies with paragraph (a) or paragraph (b) of this subsection, and meets all requirements for the issuance of a private pilot license, except the cross-country training requirements of 2.2.2.6 of this Subpart, a pilot license with an endorsement containing the following limitation, "Passenger carrying prohibited on flights more than 10 nautical miles from (*the appropriate island*)." The SSCA may subsequently amend the limitation to include another island if the applicant complies with the requirements of paragraph (a) or paragraph (b) of this subsection for another island.
- (d) Upon meeting the cross-country training requirements of 2.2.2.6, an applicant may have the limitation in paragraph (c) of this subsection removed.

2.2.4.7 PRIVATE PILOT PRIVILEGES AND LIMITATIONS: REQUIRED CREWMEMBER

- (a) Except as provided in paragraphs (b) through (f) of this subsection, a private pilot may not act as a required crewmember of an aircraft —
 - (i) Carrying passengers or property for compensation or hire; or
 - (ii) Operated for compensation or hire.
- (b) A private pilot may, for compensation or hire, act as a required crewmember of an aircraft in connection with any business or employment if—
 - (i) The flight is only incidental to that business or employment; and
 - (ii) The aircraft does not carry passengers or property for compensation or hire.
- (c) A private pilot may act as a required crewmember of an aircraft used in a passenger-carrying airlift sponsored by a charitable organisation described in paragraph (c)(7) of this subsection, and for which the passengers make a donation to the organisation, when the following requirements are met—
 - (i) The sponsor of the airlift notifies the office of the Authority with jurisdiction over the area concerned at least 7 days before the event and furnishes—
 - 1. A signed letter from the sponsor that shows the name of the sponsor, the purpose of the charitable event, the date and time of the event, and the location of the event; and
 - 2. A photocopy of each required crewmember's pilot license, medical certificate, and logbook entries that show the pilot is current and has logged at least 200 hours of flight time;
 - (ii) The flight is conducted from a public airport that is adequate for the aircraft to be used, or from another airport that has been approved by the SSCA for the operation;
 - (iii) No aerobatic or formation flights are conducted;
 - (iv) Each aircraft used for the charitable event holds a standard airworthiness certificate;
 - (v) Each aircraft used for the charitable event is airworthy and complies with the applicable requirements of Part 8;
 - (vi) Each flight for the charitable event is made during day VFR conditions; and
 - (vii) The charitable organisation is an organisation identified as such by the SSCA.
- (d) A private pilot may be reimbursed for aircraft operating expenses that are directly related to search and location operations, provided the expenses involve only fuel, oil, airport expenditures, or rental fees, and the operation is sanctioned and under the direction and control of—
 - (i) A local, Provincial, or National Authority; or
 - (ii) An organisation that conducts search and location operations.
- (e) A private pilot who is an aircraft salesman and who has at least 200 hours of logged flight time may demonstrate an aircraft in flight to a prospective buyer.
- (f) A private pilot may not pay less than the pro rata share of the operating expenses of a flight with passengers, provided the expenses involve only fuel, oil, airport expenditures, or rental fees.
- (g) Except as provided in paragraphs (b) through (f) of this subsection, no private pilot may, for compensation or hire, act as SIC of an aircraft that is type certified for more than one pilot.

2.2.4.8 PRIVATE PILOT WITH BALLOON RATING: LIMITATIONS

- (a) If an applicant for a private pilot license with a balloon rating takes a practical test in a balloon with an airborne heater—
 - (i) The SSCA shall place upon the pilot license a limitation restricting the exercise of the privileges of that license to a balloon with an airborne heater; and
 - (ii) The pilot may remove the limitation by obtaining the required aeronautical experience in a gas balloon and receiving a logbook endorsement from an authorised instructor who attests to the

person's accomplishment of the required aeronautical experience and ability to satisfactorily operate a gas balloon.

- (b) If an applicant for a private pilot license with a balloon rating takes a practical test in a gas balloon—
 - (i) The SSCA shall place upon the pilot license a limitation restricting the exercise of the privilege of that license to a gas balloon; and
 - (ii) The pilot may remove the limitation by obtaining the required aeronautical experience in a balloon with an airborne heater and receiving a logbook endorsement from an authorised instructor who attests to the pilot's accomplishment of the required aeronautical experience and ability to satisfactorily operate a balloon with an airborne heater.

2.2.5 Commercial Pilots

2.2.5.1 APPLICABILITY

This subsection prescribes the requirements for the issuance of commercial pilot licenses and ratings, and the conditions under which those licenses and ratings are necessary.

2.2.5.2 ELIGIBILITY REQUIREMENTS: GENERAL

- (a) To be eligible for a commercial pilot license, a person shall—
 - (i) Be at least 18 years of age;
 - (ii) Except as provided in 2.1.2.7, be able to read, speak, write, and understand the English language.
 - (iii) Receive a logbook endorsement from an authorised instructor who—
 1. Conducted the required ground training or reviewed the person's home study on the aeronautical knowledge areas listed in IS: 2.2.4.3 that apply to the aircraft category and class rating sought; and
 2. Certified that the person is prepared for the required knowledge test that applies to the aircraft category and class rating sought.
 - (iv) Pass the required knowledge test on the aeronautical knowledge areas listed in IS: 2.2.4.3;
 - (v) Receive the required training and a logbook endorsement from an authorised instructor who—
 1. Conducted the training on the areas of operation listed in IS: 2.2.4.3 that apply to the aircraft category and class rating sought; and
 2. Certified that the person is prepared for the required practical test.
 - (vi) Meet the aeronautical experience requirements of this Subpart that apply to the aircraft category and class rating sought before applying for the practical test;
 - (vii) Pass the required practical test on the areas of operation listed in IS: 2.2.4.4 that apply to the aircraft category and class rating sought;
 - (viii) Hold a private pilot license issued under this Subpart or meet the requirements of 2.1.3.2 pertaining to military licenses; and
 - (ix) Comply with all sections of this Subpart that apply to the aircraft category and class rating sought.

2.2.5.3 COMMERCIAL PILOT: AERONAUTICAL KNOWLEDGE REQUIREMENTS

An applicant for a commercial pilot license shall receive and log ground training from an authorised instructor, or complete a home-study course on the required aeronautical knowledge areas shown in IS: 2.2.4.3.

Implementing Standard: See IS: 2.2.4.3 for specific aeronautical knowledge area requirements.

2.2.5.4 COMMERCIAL PILOT: FLIGHT PROFICIENCY REQUIREMENTS

An applicant for a commercial pilot license shall receive and log ground and flight training from an authorised instructor on the areas of operation of this subsection that apply to the aircraft category and class rating sought.

Implementing Standard: See IS: 2.2.4.4 for detailed requirements concerning training for aircraft category and class ratings sought.

2.2.5.5 COMMERCIAL PILOT: AERONAUTICAL EXPERIENCE

(a) An applicant for a commercial pilot license shall obtain the required 250 flight hours of aeronautical experience set forth in IS: 2.2.4.5—

(i) Except when fewer hours are approved by the SSCA, an applicant who has satisfactorily completed a commercial pilot course conducted by an ATO certified under Part 3, Subpart 3.2 need have only the following total aeronautical experience to meet the aeronautical experience requirements of this subsection:

1. 190 hours for an aeroplane or powered-lift rating.
2. 150 hours for a helicopter rating.

(b) An applicant for a commercial pilot license may credit one of the maximum times for training in an approved flight simulator or approved flight training device representing the applicable category, class, and type of aircraft appropriate to the rating sought—

1. 50 hours for an aeroplane or powered-lift rating;
2. 25 hours for a helicopter rating;
3. 100 hours for an aeroplane or powered-lift rating in a course conducted by an ATO certified under Part 3, Subpart 3.2; or
4. 50 hours for a helicopter rating in a course conducted by an ATO certified under Part 3, Subpart 3.2.

Implementing Standard: See IS: 2.2.4.5 for specific required aeronautical experience

Note: ICAO Annex 1: 2.4.1.3 requires only 200 flight hours for the commercial pilot's rating, FAA experience has shown the advantage of 250 flight hours as required in 14 CFR: 61.129.

2.2.5.6 COMMERCIAL PILOT PRIVILEGES AND LIMITATIONS

(a) Privileges

(i) General. A commercial pilot license may act as PIC of an aircraft for compensation or hire, including the carriage of persons or property for compensation or hire, provided the pilot is qualified in accordance with the applicable parts of these regulations.

(ii) A commercial pilot with a lighter-than-air category ratings may—

1. For an airship—

- a. Give flight and ground training in an airship for the issuance of a license or rating;
- b. Endorse a pilot license for an airship; and
- c. Act as PIC of an airship under IFR.

2. For a balloon—

- a. Give flight and ground training in a balloon for the issuance of a license or rating; and
- b. Endorse a pilot license for a balloon.

(b) Limitations

(i) The SSCA shall issue to an applicant for a commercial pilot license with an aeroplane category or powered-lift category rating who does not hold an instrument rating in the same category and class a commercial pilot license that contains the limitation, "The carriage of passengers for

hire in (aeroplanes) (powered-lifts) on cross-country flights in excess of 50 nautical miles or at night is prohibited."

- (ii) A pilot may remove the limitation specified in paragraph (b)(1) by satisfactorily accomplishing the requirements listed in 2.2.1.2 for an instrument rating in the same category and class of aircraft that has the limitation.
- (iii) If an applicant for a commercial pilot license with a balloon rating takes a practical test in a balloon with an airborne heater—
 - 1. The SSCA shall place upon the pilot license a limitation restricting the exercise of the privileges of that license to a balloon with an airborne heater.
 - 2. The pilot may remove the limitation specified in paragraph (b)(3)(i) by obtaining the required aeronautical experience in a gas balloon and receiving a logbook endorsement from an authorised instructor who attests to the pilot's accomplishment of the required aeronautical experience and ability to satisfactorily operate a gas balloon.
- (iv) If an applicant for a commercial pilot license with a balloon rating takes a practical test in a gas balloon—
 - 1. The SSCA shall place upon the pilot license a limitation restricting the exercise of the privileges of that license to a gas balloon; and
 - 2. The pilot may remove the limitation specified in paragraph (b)(4)(i) by obtaining the required aeronautical experience in a balloon with an airborne heater and receiving a logbook endorsement from an authorised instructor who attests to the person's accomplishment of the required aeronautical experience and ability to satisfactorily operate a balloon with an airborne heater.

2.2.6 Airlines Transport Pilots

2.2.6.1 APPLICABILITY

This Subpart prescribes the requirements for the issuance of airline transport pilot licenses and ratings, and the conditions under which those licenses and ratings are necessary.

2.2.6.2 ELIGIBILITY REQUIREMENTS: GENERAL

- (a) To be eligible for an airline transport pilot license, a person shall—
 - (i) Be at least 21 years of age;
Except as provided in 2.1.2.7, be able to read, speak, write, and understand the English language.
 - (ii) Effective 05 March 2008 any person applying for the airline transport pilot license must meet the ICAO level 4 English language proficiency requirement
 - (iii) Meet at least one of the following requirements—
 - 1. Hold a valid and current commercial pilot license and an instrument rating;
 - 2. Meet the military experience requirements under 2.1.3.2 to qualify for a commercial pilot license, and an instrument rating if the person is a rated military pilot or former rated military pilot of an Armed Force of Cambodia; or
 - 3. Hold either a foreign airline transport pilot or foreign commercial pilot license and an instrument rating issued by another Contracting State.
 - (iv) Meet the aeronautical applicable experience requirements of this Subpart before applying for the practical test;
 - (v) Pass a knowledge test on the applicable aeronautical knowledge areas of IS: 2.2.5.3 that apply to the aircraft category and class rating sought;
 - (vi) Pass the practical test on the applicable areas of operation listed in 2.2.5.4 that apply to the aircraft category and class rating sought.

2.2.6.3 AERONAUTICAL KNOWLEDGE

- (a) *General.* The SSCA will administer a knowledge test for an airline transport pilot license based on the aeronautical knowledge areas appropriate to the aircraft category and class rating sought.
- (b) An applicant for an air transport license shall receive and log ground training from an authorised instructor, or complete a home-study course on the required aeronautical knowledge areas shown in IS: 2.2.5.3.

Implementing Standard: See IS: 2.2.5.3 for a list of required aeronautical knowledge areas.

2.2.6.4 FLIGHT PROFICIENCY

An applicant for an airline transport pilot license shall receive and log ground and flight training from an authorised instructor on the areas of operation of this subsection that apply to the aircraft category and class rating sought.

Implementing Standard: See IS: 2.2.5.4 for detailed requirements concerning training for aircraft category and class ratings sought.

2.2.6.5 AERONAUTICAL EXPERIENCE: AEROPLANE CATEGORY RATING

- (a) Except as provided in paragraphs (b) and (c) of this subsection, an applicant for an airline transport pilot license with an aeroplane category and class rating shall have at least 1,500 hours of total time as a pilot that includes at least—
- (i) 500 hours of cross-country flight time;
 - (ii) 100 hours of night flight time;
 - (iii) 75 hours of instrument flight time, in actual or simulated instrument conditions—
 - (iv) Not more than one of the following in an approved flight simulator or approved flight training device representing an aeroplane—
 1. 25 hours of simulated instrument time.
 2. 50 hours of simulated instrument time if the training was accomplished in a course conducted by an ATO certified under Part 3, Subpart 3.2;
 - (v) 100 hours of aeronautical experience requirements in an approved course conducted by an ATO certified under Part 3, Subpart 3.2; and
 - (vi) 250 hours of flight time in an aeroplane as a PIC, or as SIC performing the duties and functions of a PIC while under the supervision of a PIC or any combination thereof, which includes at least—
 1. 100 hours of cross-country flight time; and
 2. 25 hours of night flight time.
- (b) A pilot who has performed at least 20 night takeoffs and landings to a full stop may substitute each additional night takeoff and landing to a full stop for 1 hour of night flight time to satisfy the requirements of paragraph (a)(2) of this subsection, not to exceed 25 hours of night flight time.
- (c) A commercial pilot applicant may credit the following SIC flight time or flight-engineer flight time toward the 1,500 hours of total time as a pilot required by paragraph (a) of this subsection—
- (i) SIC time acquired in an aeroplane—
 1. Required to have more than one pilot by the aeroplane's flight manual or type certificate; or
 2. Engaged in operations under **Part 9** for which a SIC is required.
 - (ii) Flight-engineer time acquired—
 1. In an aeroplane required to have a flight engineer by the aeroplane's flight manual or type certificate;
 2. While engaged in operations under **Part 9** for which a flight engineer is required;
 3. While the pilot is participating in a pilot training program approved under **Part 9**; and
 4. That does not exceed 1 hour for each 3 hours of flight engineer flight time for a total credited time of no more than 500 hours.

Note: 14 CFR: and JAR requirements for total flight time equal the ICAO requirement for 1,500 flight hours, however, the required flight time, as broken down in this section, meets FAA standards.

2.2.6.6 AERONAUTICAL EXPERIENCE: ROTORCRAFT CATEGORY AND HELICOPTER CLASS RATING

- (a) An applicant for an airline transport pilot license with a rotorcraft category and helicopter class rating, shall have at least 1,200 hours of total time as a pilot that includes at least—
- (i) 500 hours of cross-country flight time;
 - (ii) 100 hours of night flight time, of which 15 hours are in helicopters;
 - (iii) 200 hours of flight time in helicopters, which includes at least 75 hours as a PIC, or as SIC performing the duties and functions of a PIC under the supervision of a PIC, or any combination thereof; and
 - (iv) 75 hours of instrument flight time in actual or simulated instrument meteorological conditions, of which at least 50 hours are obtained in flight with at least 25 hours in helicopters as a PIC, or

as SIC performing the duties and functions of a PIC under the supervision of a PIC, or any combination thereof.

- (v) Not more than one of the following in an approved flight simulator or approved flight training device representing a rotorcraft—
 1. 25 hours of simulated instrument time;
 2. 50 hours of simulated instrument time if the training was accomplished in a course conducted by an ATO certified under Part 3, Subpart 3.2.

2.2.6.7 AERONAUTICAL EXPERIENCE: POWERED-LIFT FLIGHT TIME

- (a) An applicant for an airline transport pilot license with a powered-lift category rating shall have at least 1,500 hours of total time as a pilot that includes at least—
 - (i) 500 hours of cross-country flight time;
 - (ii) 100 hours of night flight time;
 - (iii) 250 hours in a powered-lift as a PIC, or as a SIC performing the duties and functions of a PIC under the supervision of a PIC, or any combination thereof, which includes at least—
 1. 100 hours of cross-country flight time; and
 2. 25 hours of night flight time.
 - (iv) 75 hours of instrument flight time in actual or simulated instrument conditions;
 - (v) Not more than one of the following in an approved flight simulator or approved flight training device representing a powered-lift—
 1. 25 hours of simulated instrument time.
 2. 50 hours of simulated instrument time if the training was accomplished in a course conducted by an ATO certified under Part 3, Subpart 3.2.
- (b) 100 hours of aeronautical experience in an approved course conducted by an ATO certified under Part 3, Subpart 3.2.

2.2.6.8 ADDITIONAL AIRCRAFT CATEGORY, CLASS, AND TYPE RATINGS

- (a) An applicant for an airline transport license with a category rating who holds an airline transport pilot license with another aircraft category rating shall—
 - (i) Meet the applicable eligibility requirements;
 - (ii) Pass a knowledge test on the applicable aeronautical knowledge areas;
 - (iii) Meet the applicable aeronautical experience requirements; and
 - (iv) Pass the practical test on the areas of operation.
- (b) *Aircraft type rating.* An applicant for an aircraft type rating to an airline transport pilot license is not required to pass a knowledge test if that pilot's airline transport pilot license lists the aircraft category and class rating that is appropriate to the type rating sought.

2.2.6.9 AIRLINE TRANSPORT PILOT PRIVILEGES

- (a) The SSCA extends to the holder of an airline transport pilot license the same privileges as those extended to a holder of a commercial pilot license with an instrument rating and the privilege to act as PIC and SIC in aircraft in commercial air transportation.
- (b) An airline transport pilot may instruct—
 - (i) Other pilots in air transportation service in aircraft of the category, class, and type, as applicable, for which the airline transport pilot is rated, and in simulation of those aircraft, and endorse the logbook or other training record of the person to whom training has been given;
 - (ii) Only as provided in this subsection, unless the airline transport pilot also holds a flight instructor license, in which case the holder may exercise the instructor privileges of Part 2 for which he or she is rated.
- (c) Excluding briefings and debriefings, an airline transport pilot may not instruct in aircraft, approved flight simulators, and approved flight training devices under this subsection—
 - (i) For more than 8 hours in any 24-consecutive-hour period; or
 - (ii) For more than 36 hours in any 7-consecutive-day period.
- (d) An airline transport pilot may not instruct in Category II or Category III operations unless he or she has been trained and successfully tested under Category II or Category III operations, as applicable.

2.2.7 Flight Instructors

2.2.7.1 APPLICABILITY

This Subpart prescribes the requirements for the issuance of flight instructor licenses and ratings, the conditions under which those licenses and ratings are necessary, and the limitations on those licenses and ratings.

2.2.7.2 ELIGIBILITY REQUIREMENTS

- (a) To be eligible for a flight instructor license or rating a person shall—
- (1) Be at least 18 years of age;
 - (2) Except as provided in 2.1.2.7, be able to read, speak, write, and understand the English language.
 - (3) Hold either a commercial pilot license or airline transport pilot license with—
 - (i) An aircraft category and class rating that is appropriate to the flight instructor rating sought; and
 - (ii) An instrument rating, if the person holds a commercial pilot license and is applying for a flight instructor license with—
 - (A) An aeroplane category and single-engine class rating;
 - (B) An aeroplane category and multiengine class rating;
 - (C) A powered-lift rating; or
 - (D) An instrument rating.
 - (4) Receive a logbook endorsement from an authorised instructor on the fundamentals of instructing listed in 2.2.6.3 appropriate to the required knowledge test;
 - (5) Pass a knowledge test on the areas listed in 2.2.6.3,
 - (6) Receive a logbook endorsement from an authorised instructor on the areas of operation listed in 2.2.6.4, appropriate to the flight instructor rating sought;
 - (7) Pass the required practical test that is appropriate to the flight instructor rating sought in an—
 - (i) Aircraft that is representative of the category and class of aircraft for the aircraft rating sought; or
 - (ii) Approved flight simulator or approved flight training device that is representative of the category and class of aircraft for the rating sought, and used in accordance with an approved course at an ATO certified under Part 3, Subpart 3.2.
 - (8) Accomplish the following for a flight instructor license with an aeroplane or a glider rating:
 - (i) Receive a logbook endorsement from an authorised instructor indicating that the applicant is competent and possesses instructional proficiency in stall awareness, spin entry, spins, and spin recovery procedures after receiving flight training in those training areas in an aeroplane or glider, as appropriate, that is certified for spins.
 - (ii) Demonstrate instructional proficiency in stall awareness, spin entry, spins, and spin recovery procedures.
 - (9) An examiner may accept the endorsement specified in paragraph (9)(i) of this subsection as satisfactory evidence of instructional proficiency in stall awareness, spin entry, spins, and spin recovery procedures for the practical test, provided that the practical test is not a retest as a result of the applicant failing the previous test for deficiencies in those knowledge or skill areas.
 - (10) If a retest is the result of deficiencies in the ability of an applicant to demonstrate the requisite knowledge or skill, the applicant shall demonstrate the knowledge and skill to an examiner in an aeroplane or glider, as appropriate, which is certified for spins.
 - (11) Log at least 15 hours as PIC in the category and class of aircraft that is appropriate to the flight instructor rating sought; and
 - (12) Comply with the appropriate sections that apply to the flight instructor rating sought.

2.2.7.3 AERONAUTICAL KNOWLEDGE

- (a) An applicant for a flight instructor license shall receive and log ground training from an authorised instructor on—
- (1) Except as provided in paragraph (b) of this subsection, the fundamentals of instructing, including—
 - (i) The learning process;
 - (ii) Elements of effective teaching;

- (iii) Student evaluation and testing;
 - (iv) Course development;
 - (v) Lesson planning; and
 - (vi) Classroom training techniques.
 - (2) The aeronautical knowledge areas for a private and commercial pilot license applicable to the aircraft category for which flight instructor privileges are sought; and
 - (3) The aeronautical knowledge areas for the instrument rating applicable to the category for which instrument flight instructor privileges are sought.
- (b) The following applicants do not need to comply with paragraph (a) of this subsection—
- (1) The holder of a ground instructor license issued under this part;
 - (2) The holder of a current teacher's certificate issued by a national or local Authority that authorises the person to teach at an educational level of the upper primary grades or higher; or
 - (3) A person employed as a teacher at an accredited college or university.

2.2.7.4 FLIGHT INSTRUCTOR: AREAS OF OPERATION FOR FLIGHT PROFICIENCY

- (a) An applicant for a flight instructor license shall receive and log flight and ground training, and an endorsement from an authorised instructor that the person is proficient to pass a practical test for the flight instructor rating sought.
- (b) An applicant may accomplish the flight training required by this subsection—
 - (1) In an aircraft that is representative of the category and class of aircraft for the rating sought; or
 - (2) In a flight simulator or flight training device representative of the category and class of aircraft for the rating sought, and used in accordance with an approved course at an ATO certified under Part 3, Subpart 3.2.

Implementing Standard: See IS: 2.2.6.4 for a list of areas of operation that apply to the practical test for a flight instructor rating.

2.2.7.5 FLIGHT INSTRUCTOR RECORDS

- (a) A flight instructor shall—
 - (1) Sign the logbook of each person to whom that instructor has given flight training or ground training;
 - (2) Maintain a record in a logbook or a separate document that contains the following—
 - (i) The name of each person whose logbook or student pilot license that instructor has endorsed for solo flight privileges, and the date of the endorsement; and
 - (ii) The name of each person that instructor has endorsed for a knowledge test or practical test, and a record of the kind of test, the date, and the results; and
 - (3) Retain the records required by this subsection for at least 3 years.

2.2.7.6 ADDITIONAL FLIGHT INSTRUCTOR RATINGS

- (a) An applicant for an additional flight instructor rating on a flight instructor license shall meet the eligibility requirements listed in 2.2.6.2 that apply to the flight instructor rating sought.
- (b) An applicant for an additional rating on a flight instructor license is not required to pass the knowledge test on the areas listed in 2.2.6.3.

2.2.7.7 FLIGHT INSTRUCTOR PRIVILEGES

- (a) A flight instructor is authorised within the limitations of that person's flight instructor license and ratings, and pilot license and ratings, to give training and endorsements that are required for, and relate to—
 - (1) A student pilot license;
 - (2) A pilot license;
 - (3) A flight instructor license;
 - (4) A ground instructor license;
 - (5) An aircraft rating;
 - (6) An instrument rating;
 - (7) A flight review, operating privilege, or currency of experience requirement;
 - (8) A practical test; and
 - (9) A knowledge test.

2.2.7.8 FLIGHT INSTRUCTOR LIMITATIONS AND QUALIFICATIONS

The holder of a flight instructor certificate shall observe the limitations and qualifications applicable to flight instructors.

Implementing Standard: See IS: 2.2.6.8 for detailed list of flight instructor limitations and qualifications.

2.2.7.9 RENEWAL OF FLIGHT INSTRUCTOR LICENSES

- (a) A flight instructor license that has not expired may be renewed for an additional 24 calendar months if the holder—
- (1) Passes a practical test for—
 - (2) Renewal of the flight instructor license; or
 - (3) An additional flight instructor rating; or
 - (4) Presents to an SSCA inspector—
 - (i) A record of training students that shows during the preceding 24 calendar months the flight instructor has endorsed at least five students for a practical test for a license or rating, and at least 80 percent of those students passed that test on the first attempt;
 - (ii) A record that shows that within the preceding 24 calendar months, service as a company check pilot, chief flight instructor, company check airman, or flight instructor in a **Part 9** operation, or in a position involving the regular evaluation of pilots; or
 - (iii) A graduation certificate showing that the pilot has successfully completed an approved flight instructor refresher course consisting of ground training or flight training, or both, within the 90 days preceding the expiration month of his or her flight instructor license.
- (b) If a flight instructor accomplishes the renewal requirements within the 90 days preceding the expiration month of his or her flight instructor license—
- (a) The SSCA shall consider that the flight instructor accomplished the renewal requirement in the month due; and
 - (b) The SSCA shall renew the current flight instructor license for an additional 24 calendar months from its expiration date.
- (c) A flight instructor may accomplish the practical test required by paragraph (a)(1) of this subsection in an approved course conducted by an ATO certified under Part 3, Subpart 3.2.

2.2.7.10 EXPIRED FLIGHT INSTRUCTOR LICENSES AND RATINGS

The holder of an expired flight instructor license may exchange that license for a new license by passing the prescribed practical test.

2.2.8 Ground Instructors

2.2.8.1 APPLICABILITY

This Section prescribes the requirements for the issuance of ground instructor approval, the conditions under which those approvals are necessary, and the limitations of those approvals.

2.2.8.2 ELIGIBILITY REQUIREMENTS

- (a) To be eligible for a ground instructor approval a person shall—
- (i) Be at least 18 years of age.
 - (ii) Except as provided in 2.1.2.7, be able to read, speak, write, and understand the English language.
 - (iii) Except as provided in paragraph (b) of this subsection, pass a knowledge test on the fundamentals of instructing to include—
 1. The learning process;
 2. Elements of effective teaching;
 3. Student evaluation and testing;
 4. Course development;
 5. Lesson planning; and
 6. Classroom training techniques.

- (iv) Pass a knowledge test on the aeronautical knowledge areas in—
 - 1. For a basic ground instructor rating, IS: 2.2.3.3;
 - 2. For an advanced ground instructor rating, IS: 2.2.3.3, IS: 2.2.4.3, and IS: 2.2.5.3; and
 - 3. For an instrument ground instructor rating, IS: 2.2.1.2.
- (b) The knowledge test specified in paragraph (a)(3) of this subsection is not required if the applicant—
 - (i) Holds a ground instructor license or flight instructor license issued under this part;
 - (ii) Holds a current teacher's certificate issued by a Local, Provincial, or National Authority that authorises the person to teach at an educational level of the Upper Primary grades or higher; or
 - (iii) Is employed as a teacher at an accredited college or university.

2.2.8.3 GROUND INSTRUCTOR PRIVILEGES

The holder of a ground instructor approval may exercise the privileges appropriate to the approval held.

Implementing Standard: See IS: 2.2.7.3 for list of ground instructor privileges.

2.2.8.4 CURRENCY REQUIREMENTS

- (a) The holder of a ground instructor approval may not perform the duties of a ground instructor unless, within the preceding 12 months—
 - (i) The person has served for at least 3 months as a ground instructor; or
 - (ii) The SSCA has determined that the person meets the standards prescribed in this part for the license and rating.

2.3 LICENCES FOR FLIGHT CREW MEMBERS OTHER THAN LICENCES FOR PILOTS

2.3.1.1 LICENCES ISSUED

- (a) Flight engineer license.
- (b) Flight attendant (Reserved)

2.3.1.2 RATINGS ISSUED

2.3.1.2.1 Flight engineer

- (a) The SSCA may issue the following ratings for flight engineers:
 - (1) Reciprocating engine powered;
 - (2) Turbopropeller powered; and
 - (3) Turbojet powered.

2.3.1.2.2 Flight attendant

- (a) The rating requirements for flight attendants will be developed once the requirement to issue licence to Flight attendants has been implemented

2.3.1.3 AUTHORISATIONS ISSUED

- (a) Special purpose flight engineer authorisation.

2.3.1.4 DURATION OF LICENSES, RATINGS, AND AUTHORISATIONS

- (a) All licenses issued under this subpart are issued without a specific expiration date.

2.3.1.5 TEMPORARY LICENSE OR RATING

- (a) The SSCA may issue a temporary license or rating for up to 60 days, at which time the SSCA will issue a permanent license to a person whom the SSCA finds qualified under this Part.

- (b) A temporary license or rating expires—
 - (1) On the expiration date shown on the license;
 - (2) Upon receipt of the permanent license; or
 - (3) Upon receipt of a notice that the license or rating sought is denied or revoked.

2.3.1.6 GENERAL REQUIREMENTS: PERSONNEL LICENSES, RATINGS, AND AUTHORISATIONS

- (a) The SSCA may issue to an applicant who cannot comply with certain eligibility requirements or areas of operations required for the issue of a license because of physical limitations, or for other reasons, a license, rating, or authorisation with an appropriate limitation provided the—
 - (1) Applicant is able to meet all other certification requirements for the license, rating, or authorisation sought;
 - (2) Physical limitation, if any, has been recorded with the SSCA on the applicant's medical records; and
 - (3) SSCA determines that the applicant's inability to perform the particular area of operation will not adversely affect safety.
- (b) The SSCA may remove a limitation placed on a person's license provided that person demonstrates to an examiner or inspector satisfactory proficiency in the area of operation to which the limitation applies, or otherwise shows compliance with conditions to remove the limitation, as applicable.
- (c) No person may act as a pilot of a civil aircraft of foreign registry under Air Operating Certificate issued by Cambodia unless the pilot license was issued or validated by the country in which the aircraft is registered.
- (d) No person shall act as flight crew member of Cambodia registered aircraft engaged in commercial air transport operations if the licence holders have attained their 60th birthday.
- (e) No person may act as a flight instructor, required flight crew member, unless that person holds an appropriate and current medical certificate issued under this Part, or other documentation acceptable to the SSCA.

Implementing Standard: See IS: 2.5.2.3 for persons exempt from holding a medical certificate.

2.3.2 Licences and Ratings for Personnel other than Flight Crew Members

2.3.2.1 LICENSES ISSUED

- (1) Air traffic controller license.
- (2) AME license.
- (3) ARS licenses.
- (4) Flight operations officer license.

2.3.2.2 RATINGS ISSUED

2.3.2.2.1 Air traffic controller

- (a) The SSCA may issue a facility rating for air traffic controllers.

2.3.2.2.2 AME license

- (a) The SSCA will not issue the aircraft type ratings for AMEs. Type ratings and component ratings be issued by the Quality Assurance Manager of an SSCA Approved Maintenance Organization subject to procedures described in their SSCA approved Maintenance Policy Manual or equivalent. Aircraft type ratings can only be issued to company employees holding basic AME license issued by SSCA. Following ratings may be issued by the AMO Quality Manager:
 - 1) Group ratings in the groups listed in IS 2.4.6.3
 - 2) Component ratings
 - 3) Aeroplane type ratings
 - 4) Rotorcraft type ratings
 - 5) Powerplant
 - 6) Electrical

- 7) Instrument
- 8) Radio
- 9) Lighter than air

2.3.2.2.3 ARS license

- (a) The SSCA does not issue ratings ARS license holders.

2.3.2.2.4 Flight operations officer

- (a) The SSCA does not issue ratings to Flight operations officers.

2.3.2.3 DURATION OF LICENSES, RATINGS, AND AUTHORISATIONS

- (a) Except as shown in paragraphs (b) below, all licenses issued under this subpart are issued without a specific expiration date.
- (b) *Aircraft Maintenance license.* All AME licenses and ratings issued under this Subpart are effective 2 years from the date of issue, or until the date at which the foreign license under which the license issued by SSCA was issued expires, whichever comes sooner.

2.3.2.4 TEMPORARY LICENSE OR RATING

- (a) The SSCA may issue a temporary license or rating for up to 60 days, at which time the SSCA will issue a permanent license to a person whom the SSCA finds qualified under this Part.
- (b) A temporary license or rating expires—
 - (1) On the expiration date shown on the license;
 - (2) Upon receipt of the permanent license; or
 - (3) Upon receipt of a notice that the license or rating sought is denied or revoked.

2.3.2.5 GENERAL REQUIREMENTS: PERSONNEL LICENSES, RATINGS, AND AUTHORISATIONS

- (a) The SSCA may issue to an applicant who cannot comply with certain eligibility requirements or areas of operations required for the issue of a license because of physical limitations, or for other reasons, a license, rating, or authorisation with an appropriate limitation provided the—
 - (1) Applicant is able to meet all other certification requirements for the license, rating, or authorisation sought;
 - (2) Physical limitation, if any, has been recorded with the SSCA on the applicant's medical records; and
 - (3) SSCA determines that the applicant's inability to perform the particular area of operation will not adversely affect safety.
- (b) The SSCA may remove a limitation placed on a person's license provided that person demonstrates to an examiner or inspector satisfactory proficiency in the area of operation to which the limitation applies, or otherwise shows compliance with conditions to remove the limitation, as applicable.
- (c) No person may act as an air traffic controller, or flight operations officer unless that person holds an appropriate and current medical certificate issued under this Part, or other documentation acceptable to the SSCA.

Implementing Standard: See IS: 2.5.2.3 for persons exempt from holding a medical certificate.

- (d) Effective 05 March 2008 no person may act as an air traffic controller or flight operations officer unless that person has met the level 4 English language proficiency requirement

2.4 LICENSING: AIRMEN OTHER THAN FLIGHT CREW MEMBERS

2.4.1 General

2.4.1.1 APPLICABILITY

Subpart 2.4 prescribes the requirements for issuing the following licenses, ratings, and inspection authorisations for—

- (i) Air traffic controllers;
- (ii) Flight operations officers;

- (iii) Aircraft Maintenance Engineers;
- (iv) Aviation repair specialist; and

2.4.2 Air Traffic Controllers

2.4.2.1 APPLICABILITY

This Subpart prescribes the requirements for issuance of air traffic controller licenses and ratings, and the conditions under which those licenses and ratings are necessary.

2.4.2.2 REQUIRED LICENSES, AND RATING OR QUALIFICATION

No person may act as an air traffic controller of civil aircraft unless he or she—

- Holds an air traffic controller license issued to him under this Subpart;
- Holds a facility rating for the appropriate control facility issued under this Subpart, or has qualified for the operating position and acts under the supervision of the holder of a facility rating for that control facility.

2.4.2.3 ELIGIBILITY REQUIREMENTS: GENERAL

To be eligible for an air traffic controller license a person shall—

- Be at least 21 years of age;
- (ii) As of 5 March 2008, the air traffic controllers must demonstrate language proficiency at the Operational Level (Level 4), and should be re-evaluated at least once every three years; and
- Comply with 2.4.2.4.

2.4.2.4 KNOWLEDGE REQUIREMENTS

Each applicant for an air traffic controller license shall pass a knowledge test on—

- The flight rules in Part 8;
- Airport traffic control procedures;
- En route traffic control procedures;
- Communications operating procedures;
- Flight assistance service;
- Air navigation, and aids to air navigation; and
- Aviation weather.

2.4.2.5 SKILL REQUIREMENTS: OPERATING POSITIONS

No person may act as an air traffic controller at any operating position unless he or she has passed a practical test on—

- Air traffic facility equipment and its use;
- Weather reporting procedures and use of reports; and
- Each of the following procedures that is applicable to that operating position:
 - The airport, including rules, equipment, runways, taxiways, and obstructions.
 - The terrain features, visual checkpoints, and obstructions within the lateral boundaries of the surface areas of Class B, Class C, Class D, or Class E airspace designated for the airport.
 - Traffic patterns and associated procedures for use of preferential runways and noise abatement.
 - Operational agreements.
 - The centre, alternate airports, and those airways, routes, reporting points, and air navigation aids used for terminal air traffic control.
 - Search and rescue procedures.
 - Terminal air traffic control procedures and phraseology.
 - Holding procedures, prescribed instrument approach, and departure procedures.
 - Radar alignment and technical operation.
 - The application of the prescribed radar and nonradar separation standard, as appropriate.

2.4.2.6 PRACTICAL EXPERIENCE REQUIREMENTS: FACILITY RATING

Each applicant for a facility rating at any air traffic control facility shall have satisfactorily served—

- (i) As an air traffic controller at that control facility without a facility rating for at least 6 months; or
- (ii) As an air traffic controller with a facility rating at a different control facility for at least 6 months before the date he or she applies for the rating.

2.4.2.7 SKILL REQUIREMENTS: FACILITY RATINGS

Each applicant for a facility rating at an air traffic control facility shall have passed a practical test on each item listed in 2.4.2.5 that is applicable to each operating position at the control facility at which the rating is sought.

2.4.2.8 PRIVILEGES AND LIMITATIONS

An air traffic controller:

May control traffic at any operating position at the control facility at which he or she holds a facility rating.

May not issue an air traffic clearance for IFR flight without authorisation from the appropriate facility exercising IFR control at that location.

May act at each operating position for which he or she has qualified but does not hold a facility rating only under the supervision of a controller holding a facility rating for that control facility.

May not act at any operating position at a control facility for which he or she does not hold a facility rating, unless there is readily available at that control facility a current record of the operating positions at which the controller has qualified.

2.4.2.9 MAXIMUM HOURS

Except in an emergency, a licensed air traffic controller shall refrain from performing any duties for at least 24 consecutive hours at least once during each 7 consecutive days.

A controller may not serve or be required to serve—

For more than 10 consecutive hours; or

For more than 10 hours during a period of 24 consecutive hours, unless he or she has had a rest period of at least 8 hours at or before the end of the 10 hours of duty.

2.4.2.10 CURRENCY REQUIREMENTS

The holder of an air traffic controller license may not perform any duties under that license unless he or she—

Has served for at least three of the preceding 6 months as an air traffic controller at the control facility to which his or her facility rating applies, or at the operating positions for which he or she has qualified; or

Has shown that he or she meets the requirements for the license and facility rating at the control facility concerned, or for operating at positions for which he or she has previously qualified.

2.4.3 *Flight Operations Officers*

2.4.3.1 APPLICABILITY

This Subpart prescribes the requirements for issuance of a flight operations officer license.

2.4.3.2 ELIGIBILITY REQUIREMENTS: GENERAL

An applicant for an aircraft flight operations officer license shall—

(i) Be at least 21 years of age;

(ii) Except as provided in 2.1.2.7, be able to read, speak, write, and understand the English language (Level 4 requirements apply); and

(iii) Comply with 2.4.3.3, 2.4.3.4, and 2.4.3.5.

2.4.3.3 KNOWLEDGE REQUIREMENTS

(a) An applicant for an aircraft flight operations officer license shall pass a knowledge test.

(b) The SSCA will accept evidence of satisfactory completion of a knowledge test for 24 months after the date the test for eligibility to take the practical test.

2.4.3.4 EXPERIENCE OR TRAINING REQUIREMENTS

An applicant for an aircraft flight operations officer license shall present documentary evidence satisfactory to the SSCA that the applicant has the experience or training as follows:

A total of at least 2 out of the last 3 years before the date of application, in any one or in any combination of the following areas—

In military operations as a—

Pilot;

Flight navigator; or

Meteorologist.

In air commerce operations as—

SA n assistant in dispatching air carrier aircraft, under the direct supervision of a flight operations officer licensed under this subsection;

A pilot;

A flight engineer; or

A meteorologist.

In other aircraft operations as—

An Air Traffic Controller;

A Flight Service Specialist; or

Another duty that the SSCA's flight operations officer licensing representative finds to provide equivalent experience.

Within 90 days before the date of application, the applicant shall have successfully completed a course of instruction approved by the SSCA.

2.4.3.5 SKILL REQUIREMENTS

An applicant for an aircraft flight operations officer license shall pass a practical test given by the SSCA.

2.4.4 Aircraft Maintenance Engineers

2.4.4.1 GENERAL

No person shall exercise the privileges of an aircraft maintenance engineer (AME) licence unless the person

(a) holds an AME licence issued pursuant to this Part; and

(b) exercises the privileges in accordance with the categories in the license and any ratings authorized under the SSCA approved Quality Assurance system of the organization where the license holder is employed.

2.4.4.2 APPLICABILITY

This Subpart prescribes the rules governing—

(1) the issue of aircraft maintenance licenses; and

(2) the method for recognition of a license issued by another ICAO contracting State; and

(3) the privileges and limitations of those licenses.

2.4.4.3 REQUIREMENTS

The applicants shall meet the requirements set out in IS 2.4.4.3 in respect of

(1) minimum age,

(2) training,

(3) knowledge,

(4) experience, and

(5) skill.

2.4.4.4 LICENSE CATEGORIES

The following one or more license categories are issued under this Part:

(i) Category "A", sub-category 1 - Non-turbojet aircraft under 5,700 kgs (includes all airframe, engines, propellers, components, structures, and systems of those aircraft);

(ii) Category "A", sub-category 2 - All aircraft other than indicated above in (i) (includes all airframe, engines, propellers, components, structures, and systems of those aircraft);

(iii) Category "X" - Aircraft electronic systems (includes communication, pulse, navigation, auto flight, flight path computation, instruments and the electrical elements of other aircraft systems, and any structural work directly associated with the maintenance of those systems);

2.4.4.5 APPLICATION FOR LICENSE

Each applicant for the grant of an aircraft maintenance engineer license or additional category, requires to submit the following:

Proof that he or she is at least 21 years of age;

Proof of SSCA approved basic aircraft maintenance training course, which includes technical examinations on the subjects covered by the course. Applicants shall successfully complete all the applicable examinations for the subjects concerned, conducted by the ATO in accordance with its

approved procedures. As proof, the applicants shall submit a certificate or letter, issued by the ATO, attesting to the successful completion of the examinations. Ref. IS 2.4.4.3

Copy of a certificate from SSCA approved ATO of a successful completion of a basic aviation maintenance course demonstrating a level of knowledge in the subjects specified in IS 2.4.4.3.

Completion of initial SSCA approved aviation maintenance training course covering subjects as specified in IS 2.4.4.3 at SSCA approved training organization will satisfy basic knowledge requirements. Following a review of the application, SSCA will return any original supporting documents to the applicants. If the application is found acceptable, the applicants will be authorized to attempt the SSCA examination upon payment of the appropriate charge. The examination must be successfully completed within 24 months after the date on which the application was accepted by SSCA.

Experience.

Applicants shall have acquired the applicable amount of total, specialty, and civil aviation maintenance experience set forth in IS 2.4.4.3. As proof of experience, the applicants shall submit a letter issued by the organization or equivalent document signed by a management representative of maintenance organization. Credit toward the total aviation maintenance experience requirement shall be granted for time spent in approved basic training, in the ratio of one month's credit for each 100 hours of training, up to a maximum of 24 months for the applicants. Therefore a graduate from an ATO with a curriculum of 1800 hours, would qualify for 18 months credit.

Experience requirements expressed in months are predicated upon full time employment of 1800 working hours per year. Applicants with part time experience acquired at a lower rate than this may convert their actual working hours to months at the rate of one month for each 150 working hours, but in no case can a higher rate of work be used to obtain more than one month's credit for each actual calendar month worked.

Maintenance of military aircraft, or parts intended for installation on military aircraft, may be counted toward the total experience requirements, but maintenance of ultra-light, advanced ultra-light, amateur built, or owner maintained aircraft, does not qualify for any experience credit.

Shall provide evidence that he or she has completed minimum of 30 months of practical experience, including an on-job-training under the supervision of a licensed engineer covering the general areas of the work that he would be authorized under the license he/she is applying for (see IS xxxxxx);

Shall complete the appropriate application form and submit it to the SSCA with a payment of the appropriate application fee prescribed by regulations made under the Act.

2.4.4.6 EXAMINATIONS

- (a) Each applicant for the grant of a license or certificate under this Part shall—
 - (1) At the time of any examination, produce written proof of personal identity; and
 - (2) Shall successfully pass the Cambodian Civil Aviation Regulation examination conducted by SSCA with minimum 80% pass mark;
 - (3) Shall successfully pass the general, airframe, power plant and systems examinations conducted by SSCA with minimum 70% pass mark;
- (b) All examinations must be successfully completed within 24 months from the date when SSCA accepted the application;
- (c) An applicant who fails first time any of the written examinations required by 2.4.4.4(a),(2) and (3) shall be ineligible to rewrite that examination for a period of three months from the date of the first attempt.
- (d) An applicant who fails any of the written subjects second time, shall be ineligible to rewrite that examination for a period of six months.
- (e) An applicant who fails any of the written subjects third time will need to reapply as a new applicant.

2.4.4.7 CHEATING OR OTHER UNAUTHORISED CONDUCT

- (a) During any examination under this Part, no person shall—
 - (1) copy from another person; or
 - (2) refer to any source of information; or

- (3) communicate in any way with anyone other than the conducting officer; or
 - (4) take an examination on behalf of anyone else; or
 - (5) remove material from the examination; or
 - (6) record any examination by electronic means.
- (b) Any person who performs any of the acts specified in paragraph (a) may be subject to all or any of the following as the SSCA may determine:
- (1) failure in that subject:
 - (2) disqualification of all or any subjects already passed:
 - (3) debarment from sitting further examinations under the Civil Aviation Regulations for up to 12 months:
 - (4) suspension or revocation of any licence, certificate, or rating issued to that person under this or any other Part of the Civil Aviation Regulations, in accordance with the relevant sections of the Act.

2.4.4.8 ISSUE OF LICENSES

SSCA shall issue an aircraft maintenance engineer (AME) license to the applicant under this Part if the SSCA is satisfied that, where:

- (1) the applicant meets the requirements of 2.4.4.3 (1), (2) and (3) and 2.4.4.4 (1), (2) and (3); and
- (2) the applicant is a fit and proper person; and
- (3) the applicant has sufficient ability in reading, speaking, and understanding the English language to enable him or her to carry out the responsibilities of the holder of that license, certificate; and
- (4) the granting of the license or certificate is not contrary to the interests of aviation safety.

2.4.4.9 FOREIGN AME LICENSE RECOGNITION

- a) Applicants for the grant of licenses, ratings, issued on the basis of a current license or certificate issued by a foreign ICAO Contracting State, should complete SSCA form P2-01-00-09.
- b) The form will be assessed to:
 - (1) Ensure that the license or certificate has been issued by an ICAO Contracting State, where SSCA understands that state's licensing system meets the requirements of Annex 1 to the ICAO Convention as specified in IS: 2.4.4.9.
 - (2) Ensure that the document is valid and current, as part of this process the issuing State should be able to verify this to SSCA.
 - (3) Determine the extent of any limitations and rating coverage.
 - (4) Assess which AMEL examinations are necessary. As a minimum this will require the SSCA regulations written and oral examinations with a minimum passing score of 80 percent.

2.4.4.10 DURATION OF LICENCE VALIDITY

An aircraft maintenance engineer license issued under this Part shall be valid for the two years from the date of issue, or in the case of license issued by another contracting State and recognized by SSCA, two years or until the expiry of the foreign license, whichever comes sooner.

2.4.4.11 OFFENCES INVOLVING ALCOHOL OR DRUGS

A conviction for any offence relating to alcohol or drugs, including a refusal to submit to any lawful test for alcohol or drugs, shall be relevant for determining whether a person is or remains fit and proper to hold a license. Such conviction may result in a refusal to grant a license, or suspension or revocation of the license.

2.4.4.12 MEDICAL REQUIREMENTS

The holder of a license or certificate issued under this Part shall not exercise the privileges of that license or certificate while that person has a known medical deficiency, or increase of a known medical deficiency, that creates a risk of harm to that person or to any other person.

2.4.4.13 PRIVILEGES AND LIMITATIONS

Holder of an aircraft maintenance engineer licence issued under this Part, shall have the authority to issue a release back to service based on the category indicated on his licence and subject to the type rating authorized by the Quality Assurance Manager based on a SSCA approved system.

An aircraft maintenance engineer licence authorizes the holder to—

- (1) perform or supervise the maintenance of an aircraft or component; and
- (2) release an aircraft or component to service after maintenance has been performed.
 - (a) The holder of an aircraft maintenance engineer licence shall not exercise the privileges of that licence on an aircraft or component unless that person is familiar with the aircraft or component and—
 - (1) holds the applicable type rating specified in IS xxxxx for that aircraft or component; or
 - (2) the privileges are additional privileges specified in IS 2.4.6.3 para 3.
 - (b) The holder of an aircraft maintenance engineer licence shall not exercise the additional privileges specified in IS 2.4.6.3 para. 3 that require the use of special test equipment unless the holder has evidence that they have received training on the use of that equipment.

2.4.4.14 RECENT EXPERIENCE REQUIREMENTS

The holder of an aircraft maintenance engineer licence shall not exercise the privileges of the licence unless, within the immediately preceding 24 months, the holder has—

- (1) for a period of at least 6 months—
 - (i) exercised the privileges of the licence; or
 - (ii) supervised the maintenance of aircraft relevant to the ratings held in an executive capacity; or
 - (iii) performed a technical training function relevant to the ratings held in a certificated training organisation; or
 - (iv) been engaged in any combination of subparagraph (i), (ii), or (iii); or
- (2) passed an oral examination covering the person's understanding and practical application of the duties and responsibilities exercised by the holder of an aircraft maintenance engineer licence.

2.5 MEDICAL STANDARDS AND CERTIFICATION

2.5.1 General

2.5.1.1 APPLICABILITY

This Subpart prescribes the medical standards and certification procedures for issuing and reissuing Class 1, Class 2, and Class 3 medical certificates.

2.5.1.2 MEDICAL RECORDS

Each applicant for a medical certificate shall provide the medical examiner with a personally certified statement of medical facts concerning personal, familial, and hereditary history that is as complete and accurate as the applicant's knowledge permits.

Whenever the SSCA finds that additional medical information or history is needed, the SSCA will request that the applicant—

- Furnish that information; or
- Authorise any clinic, hospital, physician, or other person to release to the SSCA all available information or records concerning that history.

If an applicant or holder of a medical certificate fails to provide the requested medical information or history, or fails to authorise the release so requested, the SSCA may—

- Suspend, modify, or revoke all medical certificates the airman holds; or
- In the case of an applicant, deny the application for an airman medical certificate.

If an airman medical certificate is suspended or modified under paragraph (c) of this subsection, that suspension or modification remains in effect until—

- The holder or applicant provides the requested information, history, or authorisation to the SSCA; and
- The SSCA determines whether the holder or applicant meets the medical standards.

2.5.1.3 AVIATION MEDICAL EXAMINER: DEFINITION AND AUTHORITY

The SSCA will designate and authorise a aviation medical examiner to—

Accept applications for physical examinations necessary for issuing medical certificates under Part 2.

Conduct physical examinations for medical certificates, under the general supervision of SSCA.

Issue or deny medical certificates in accordance with Part 2, subject to reconsideration by SSCA.

Issue student pilot medical certificates under Part 2.

Each aviation medical examiner shall be qualified and licensed in the practice of medicine and shall have received training in aviation medicine and be knowledgeable of the conditions in which the holders of licenses and ratings carry out their duties.

Each aviation medical examiner shall report to the SSCA any individual case where, in the examiner's judgement, an applicant's failure to meet any requirement could jeopardise flight safety.

2.5.1.4 DELEGATION OF AUTHORITY

The SSCA will delegate to medical examiners the authority to issue or deny medical certificates to the extent necessary to—

Examine applicants for and holders of medical certificates to determine whether they meet applicable medical standards; and

Issue, renew, and deny medical certificates, and issue, renew, deny, and withdraw Authorisations for Special Issuance of a Medical Certificate to an applicant based on meeting or failing to meet applicable medical standards.

The SSCA may delegate to authorised representatives of the SSCA the authority to examine applicants for and holders of medical certificates for compliance with applicable medical standards and to issue, renew, and deny medical certificates.

The SSCA may designate medical examiners on specified military posts, stations, and facilities as aviation medical examiner. Such aviation medical examiner may—

Conduct physical examinations for the SSCA of applicants who are on active duty or who are otherwise eligible for medical certification as civil airmen; and

Issue or deny an appropriate medical certificate in accordance with the regulations of Part 2 and the policies of the SSCA.

The SSCA retains the right to reconsider any action of an aviation medical examiner.

A holder of a medical certificate issued by an aviation medical examiner may consider it to be affirmed as issued, unless the SSCA reverses that issuance within 60 days after the date of issuance.

2.5.2 *Medical Certification Procedures*

2.5.2.1 APPLICABILITY

This Section prescribes the medical certification procedures required for the issuance of all medical certificates.

2.5.2.2 ISSUANCE OF MEDICAL CERTIFICATE

The SSCA will issue the applicable medical certificate to any person who meets the medical standards prescribed in this Subpart, based on medical examination and evaluation of the applicant's history and condition.

Each person to be issued a medical certificate shall undergo a medical examination based on the physical and mental standards contained in this Subpart.

Any person who does not meet the medical standards of this Subpart may apply for the discretionary issuance of a certificate under 2.5.2.5.

2.5.2.3 MEDICAL CERTIFICATE REQUIREMENTS

To conduct the following operations, a person shall—

Hold a Class 1 medical certificate when exercising the privileges of an airline transport or commercial pilot license;

- Hold at least a Class 2 medical certificate;
 - (iii) When exercising the privileges of a student pilot license;
 - (iv) When exercising the privileges of a private pilot license;
 - (v) When exercising the privileges of a flight instructor license, except as a glider flight instructor, if acting as the PIC or serving as a required crewmember; or
 - (vi) Except for a glider category rating or a balloon class rating, prior to taking a practical test in an aircraft; or
- (b) Hold at least a Class 3 medical certificate when exercising the privileges of;
- A Flight Operations Officer
 - An ATC Facility Rating
 - An Air Traffic Controller;
- (c) A flight engineer—Shall hold a Class 2 or Class 1 medical certificate issued within the preceding 12 months; when operating in a foreign country, may use evidence of current medical qualification for that country's license; and

In the case of a flight engineer license issued under 2.3.1.9, may use evidence of current medical qualification accepted for the issue of that license in lieu of a medical certificate.

Implementing Standard: See IS: 2.5.2.3 for persons exempt from holding a medical certificate.

2.5.2.4 DURATION OF A MEDICAL CERTIFICATE

A Class 1 medical certificate expires at the end of the last day of—

The twelve months after the month of the date of examination shown on the license for operations requiring an airline transport pilot license;

The 12th month after the month of the date of examination shown on the license for operations requiring a commercial pilot license or an air traffic controller license; or

As specified in paragraph (c) of this subsection for other licenses.

(iv) 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

A Class 2 medical certificate expires at the end of the last day of—

The 12th month after the month of the date of examination shown on the certificate for operations requiring a commercial pilot license or an air traffic controller license; or

The period specified in paragraph (c) of this subsection for other licenses.

A Class 3 medical certificate for operations requiring a private pilot license, a flight instructor license (when acting as PIC or a required crewmember in operations other than glider or balloon), or a student pilot license expires at the end of—

The 24th month after the month of the date of the examination shown on the certificate if the person has not reached his or her 40th birthday on or before the date of the examination; or

The 12th month after the month of the date of the examination shown on the certificate if the person has reached his or her 40th birthday on or before the date of the examination.

2.5.2.5 SPECIAL ISSUANCE OF MEDICAL CERTIFICATE

The SSCA may issue a Special Issuance of a Medical Certificate (Authorisation) to an applicant who does not meet the applicable standards for the medical certificate sought if the applicant shows to the satisfaction of the SSCA that—

The duties authorised by the medical certificate can be performed without jeopardising flight safety; and

Relevant ability, skill, and experience of the applicant and operational conditions have been given due consideration.

The SSCA will issue a medical limitation on a license when the SSCA or an aviation medical examiner determines the safe performance of the license holder's duties is dependent on compliance with such a limitation.

2.5.2.6 RENEWAL OF MEDICAL CERTIFICATE

The requirements for the renewal of a Medical Assessment are the same as those for the initial assessment except where otherwise specifically stated.

2.5.2.7 DENIAL OF MEDICAL CERTIFICATE

- (a) Any applicant 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 SSCA for reconsideration of that denial. If the applicant does not ask for reconsideration during the 30-day period after the date of the denial, the SSCA will consider that he or she has withdrawn the application for a medical certificate.
- (b) The denial of a medical certificate—
 - (i) By an aviation medical examiner is not a denial by the SSCA; and
 - (ii) By the SSCA is considered to be a denial by the SSCA.

2.5.3 Physical and Mental Standards - All Medical Certificates

2.5.3.1 APPLICABILITY

This Section prescribes the physical medical standards required for all medical certificates.

2.5.3.2 GENERAL MEDICAL REQUIREMENTS

- (a) No person may hold nor be issued a medical certificate who—
 - (i) Has any organic, functional or structural disease, defect or limitation (active, latent, acute or chronic);
 - (ii) Has any wound, injury or sequelae from operation; or
 - (iii) Uses any medication or other treatment that, based on the case history and appropriate, qualified medical judgement relating to the condition(s) involved, the SSCA finds—
 - 1. Makes the applicant unable to safely perform the duties or exercise the privileges of the license(s) or rating(s) 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 applicant unable to perform those duties or exercise those privileges.

2.5.3.3 MENTAL STANDARDS

- (a) No person may hold nor be issued a medical certificate who has an established medical history or clinical diagnosis of—
 - (i) A personality disorder that is severe enough to have repeatedly manifested itself by overt acts;
 - (ii) A psychosis;
Note: A history of acute toxic psychosis need not be regarded as disqualifying, provided that the applicant has suffered no permanent impairment.
 - (iii) A bipolar (manic-depressive) disorder;
 - (iv) Substance dependence, except where there is established clinical evidence, satisfactory to the SSCA, of recovery, including sustained total abstinence from the substance(s) for not less than the preceding 2 years; or

- (v) Other personality disorders, neurosis, or other mental condition that would likely jeopardise flight safety.

2.5.3.4 VISUAL REQUIREMENTS

- (a) Each person holding or being issued a medical certificate shall have normally functioning eyes and adnexae, and shall have no active pathological condition, acute or chronic, which is likely to jeopardise flight safety.
- (b) Each person issued a medical certificate shall meet the following minimum visual standards—
 - (i) Distant visual acuity of not less than 6/12 (20/40, 0.5) in each eye separately, with or without corrective lenses and provided that that person—
 - 1. Uses not more than one pair of correcting lenses to demonstrate compliance with visual acuity requirements;
 - 2. May not use single-vision near correction lenses (full lenses of one power only, appropriate to reading);
 - 3. May use "lookover", bifocal or trifocal lenses in order to read the instruments and a chart or manual held in the hand, and to make use of distant vision through the windscreen without removing the lenses;

Note: When required to obtain or renew correcting lenses, an airman should advise the AME of reading distances for the visual flight deck tasks relevant to the types of aircraft in which the applicant is likely to function.
 - (ii) Uncorrected distance visual acuity of not less than 6/60 (20/200, 0.1) in either eye or the refractive error falls within the range of 5 dioptres (equivalent spherical error);
 - (iii) Near visual acuity to read an N5 chart (N5 refers to "Times Roman" type-face) at a distance selected by the applicant of between 30 and 50 cm, with or without corrective lenses;
 - (iv) Colour perception necessary for the safe performance of airman duties;
 - (v) Normal fields of vision; and
 - (vi) Bifoveal fixation and vergence-phoria relationship sufficient to prevent a break in fusion under conditions that may reasonably be expected to occur in performing airman duties.

2.5.3.5 AUDITORY REQUIREMENTS

- (a) No person may hold nor be issued a medical certificate having any hearing defect which is likely to jeopardise flight safety.
- (b) Each person holding or being issued a medical certificate shall—
 - (i) Be tested on a pure-tone audiometer not less than once every five years up to the age of 40 years, and thereafter not less than once every three years; or
 - (ii) Demonstrate acceptable hearing by at least one of the following tests—
 - 1. Hear an average conversational voice in a quiet room, using both ears, at a distance of 2 meters from the examiner, with the back turned to the examiner;
 - 2. Understand 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; or
 - 3. Provide acceptable results of pure tone audiometric testing of unaided hearing acuity according to the following table of minimum acceptable thresholds:

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

2.5.3.6 CARDIOVASCULAR

- (a) No person may hold nor be issued a medical certificate having any abnormality of the heart, congenital or acquired, which is likely to jeopardise flight safety.
- (b) No person may hold nor be issued a medical certificate having an established medical history or clinical diagnosis of any of the following cardiovascular conditions:
 - (i) Myocardial infarction.

- (ii) Angina pectoris.
- (iii) Coronary heart disease that has required treatment or, if untreated, that has been symptomatic or clinically significant.
- (iv) Cardiac valve replacement.
- (v) Permanent cardiac pacemaker implantation.
- (vi) Heart replacement.
- (c) No person may hold or be issued a medical certificate if that person has:
 - (i) Systolic and diastolic blood pressures outside normal limits; or
 - (ii) A significant functional or structural abnormality of the circulatory tree.

2.5.3.7 NEUROLOGICAL REQUIREMENTS

- (a) No person may hold nor be issued a medical certificate having any neurological disorder, disturbance of consciousness, or neurological condition which is likely to jeopardise flight safety.
- (b) No person may hold nor be issued a medical certificate having an established medical history or clinical diagnosis of any of the following neurological conditions:
 - (i) Epilepsy.
 - (ii) A disturbance of consciousness without satisfactory medical explanation of the cause.
 - (iii) A transient loss of control of nervous system function(s) without satisfactory medical explanation of the cause.

2.5.3.8 OTHER DISQUALIFYING PHYSICAL CONDITIONS

- (a) No person may hold nor be issued a medical certificate having an established medical history or clinical diagnosis of any of the following medical conditions:
 - (i) A 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.
 - (ii) A disease or condition manifested by, or that may reasonably be expected to be manifested by, vertigo or a disturbance of equilibrium.
 - (iii) Permanent disturbances of the vestibular apparatus.
 - (iv) Acute disability of the lungs or any active disease of the structures of the lungs, mediastinum or pleura.
 - (v) Disabling disease with important impairment of function of the gastrointestinal tract or its adnexae.
 - (vi) Sequelae of disease or surgical intervention on any part of the digestive tract or its adnexae, likely to cause incapacity in flight, in particular obstructions due to stricture or compression.
 - (vii) Hernias that might cause incapacitating symptoms.
 - (viii) Metabolic, nutritional or endocrine disorders likely to interfere with safe conduct of flight.
 - (ix) Diabetes mellitus that requires insulin or any other hypoglycemic drug for control.
 - (x) Significant localised or generalised enlargement of the lymphatic glands and of diseases of the blood.
 - (xi) Any signs of organic disease of the kidney.
 - (xii) Urine containing abnormal element considered to be of pathological significance.
 - (xiii) Abnormality of the urinary passages or the genital organs.
 - (xiv) Any sequelae of disease or surgical procedures on the kidneys and the urinary tract likely to cause incapacity, in particular any obstructions due to stricture or compression.
 - (xv) Compensated nephrectomy without hypertension or uraemia.
 - (xvi) Severe menstrual disturbances that have proved unresponsive to treatment.
 - (xvii) Any active disease of the bones, joints, muscles or tendons.
 - (xviii) Head injury, the effects of which are likely to interfere with or jeopardise flight safety.
- (b) In addition to the requirements in paragraph (a), no person may hold nor be issued a Class 2 medical certificate who has an established medical history or clinical diagnosis of any of the following medical conditions, except in cases where accredited medical conclusion indicates that the condition is not likely to affect the safe exercise of the applicant's license and rating privileges:
 - (i) Active pulmonary tuberculosis.

- (ii) Quiescent or healed lesions which are known to be tuberculous, or are presumably tuberculous in origin.
 - (iii) Serious malformation or serious, acute or chronic affection of the buccal cavity or upper respiratory tract.
 - (iv) Acute or chronic impairment nasal air entry.
 - (v) Pregnancy—
 1. During third trimester;
 2. Presenting any complications; or
 3. Following confinement or termination of pregnancy, until re-examination and assessment as fit.
- (c) Each person seeking first issuance of a Class 2 medical certificate who has a personal history of syphilis shall furnish evidence, satisfactory to the medical examiner, that the person has undergone adequate treatment.

2.5.4 Class 1 Medical Certificate

2.5.4.1 APPLICABILITY

This Section prescribes the physical medical standards required for the issuance of a Class 1 medical certificate.

2.5.4.2 ELIGIBILITY

Each applicant shall meet the requirements of this subsection, in addition to the general requirements of Section 2.5.3, to be eligible for and to remain eligible for a Class 1 medical certificate.

2.5.4.3 ADDITIONAL VISUAL REQUIREMENTS

- (a) Each person holding or being issued a Class 1 medical certificate shall—
- (i) Possess a distant visual acuity of not less than 6/9 (20/30, 0.5) in each eye separately with or without the use of correcting lenses;
 - (ii) Uncorrected distance visual acuity of not less than 6/60 (20/200, 0.1) in either eye or the refractive error falls within the range of 3 dioptres (equivalent spherical error); and
 - (iii) Have the ability to read the N14 chart (N14 refers to "Times Roman" type face) or its equivalent at a distance of 39.3 inches (100 cm)

2.5.4.4 ADDITIONAL AUDITORY REQUIREMENTS

- (a) Each person holding or being issued a Class 1 medical certificate shall—
- (i) Demonstrate a hearing performance in each ear separately equivalent to that of a normal person. against a background noise that will simulate the masking properties of flight deck noise upon speech and audio tones;
 - (ii) Have no permanent obstruction of the Eustachian tubes; and
 - (iii) Have no unhealed (unclosed) perforation of the tympanic membranes.

2.5.4.5 ADDITIONAL CARDIOVASCULAR REQUIREMENTS

- (a) Each person holding or being issued a Class 1 Medical Certificate shall demonstrate an absence of myocardial infarction and other clinically significant abnormality on an electrocardiographic examination—
- (i) At the first application;
 - (ii) On a two-year basis after reaching the 30th birthday; and
 - (iii) On an annual basis after reaching the 40th birthday.

2.5.5 Class 2 Medical Certificate

2.5.5.1 APPLICABILITY

This Section prescribes the physical medical standards required for the issuance of a Class 2 medical certificate.

2.5.5.2 ELIGIBILITY

Each applicant shall meet the requirements of this subsection, in addition to the general requirements of Section 2.5.3, to be eligible for and to remain eligible for a Class 2 medical certificate.

2.5.5.3 ADDITIONAL VISUAL REQUIREMENTS

Each person holding or being issued a Class 2 Medical Certificate shall possess a distant visual acuity of not less than 6/12 (20/40, 0.5) in each eye separately with or without the use of correcting lenses.

2.5.5.4 ADDITIONAL AUDITORY REQUIREMENTS

- (a) Each person holding or being issued a Class 2 medical certificate shall—
- (i) For a commercial pilot, demonstrate a hearing performance in each ear separately equivalent to that of a normal person, against a background noise that will simulate the masking properties of flight deck noise upon speech and audio tones;
 - (ii) For an air traffic controller, demonstrate a hearing performance in each ear separately equivalent to that of a normal person, against a background noise that will simulate that experienced in a typical air traffic control environment; and
 - (iii) Have no unhealed (unclosed) perforation of the tympanic membranes.

PART 2 - IMPLEMENTING STANDARDS

IS: 2.1.2.7 GENERAL PILOT TRAINING REQUIREMENTS

- (a) An applicant shall receive training in the following subjects to satisfy the requirements of 2.1.2.7:
 - (i) High-altitude aerodynamics and meteorology.
 - (ii) Respiration.
 - (iii) Effects, symptoms, and causes of hypoxia and any other high-altitude sickness.
 - (iv) Duration of consciousness without supplemental oxygen.
 - (v) Effects of prolonged usage of supplemental oxygen.
 - (vi) Causes and effects of gas expansion and gas bubble formation.
 - (vii) Preventive measures for eliminating gas expansion, gas bubble formation, and high-altitude sickness.
 - (viii) Physical phenomena and incidents of decompression.
 - (ix) Any other physiological aspects of high-altitude flight.
- (b) The training and endorsement required by 2.1.2.7 is not required if the pilot or pilot applicant can document satisfactory accomplishment of any of the following in a pressurised aircraft, or in an approved flight simulator or approved flight training device that is representative of a pressurised aircraft—
 - (i) Serving as PIC;
 - (ii) Completing a practical test for a pilot license or rating;
 - (iii) Completing an official PIC check conducted by the military services of Cambodia; or
 - (iv) Completing a PIC proficiency check under **Part 9** conducted by the SSCA or by an approved check airman.

IS: 2.1.3.2 MILITARY PILOTS OR FORMER MILITARY PILOTS: SPECIAL RULES

Requirements for a military pilot to meet the requirements of 2.1.3.2—

- (a) *Military pilots on active flying status within the past 12 months.* A rated military pilot or former rated military pilot who has been on active flying status within the 12 months before applying shall—
 - (i) Pass a knowledge test on the appropriate parts of these regulations that apply to pilot privileges and limitations, air traffic and general operating rules, and accident reporting rules;
 - (ii) Present documentation showing compliance with the requirements of paragraph (c) of this subsection for at least one aircraft category rating; and
 - (iii) Present documentation showing that the applicant is or was, at any time during the 12 calendar months before the month of application—
 - 1. A rated military pilot on active flying status in an armed force of Cambodia; or
 - 2. A rated military pilot of an armed force of a contracting foreign state to the Convention on International Civil Aviation, assigned to pilot duties (other than flight training) with an armed force of Cambodia and holds, at the time of application, a current civil pilot license issued by that Contracting State authorising at least the privileges of the pilot license sought.
- (b) *Aircraft category, class, and type ratings.* The SSCA may issue to a rated military pilot or former rated military pilot an aircraft category, class, or type rating to a commercial pilot license if the pilot presents documentary evidence that shows satisfactory accomplishment of—
 - (i) A military pilot check and instrument proficiency check of Cambodia in that aircraft category, class, or type, if applicable, as PIC during the 12 calendar months before the month of application; and
 - (ii) At least 10 hours of PIC time in that aircraft category, class, or type, if applicable, during the 12 calendar months before the month of application.
- (c) *Instrument rating.* A rated military pilot or former rated military pilot may apply for an aeroplane, helicopter, or powered-lift-instrument rating to be added to his or her commercial pilot license if the pilot has, within the 12 calendar months preceding the month of application—
 - (i) Passed an instrument proficiency check by an Armed Force of Cambodia in the aircraft category for the instrument rating sought; and
 - (ii) Received authorisation from an Armed Force of Cambodia to conduct IFR flights on airways in that aircraft category and class for the instrument rating sought.
- (d) *Aircraft type rating.* The SSCA will issue an aircraft type rating only for aircraft types that the SSCA has certified for civil operations.

- (e) *Aircraft type rating placed on an airline transport pilot license.* The SSCA may issue to a rated military pilot or former rated military pilot who holds an airline transport pilot license an aircraft type rating provided that pilot—
 - (i) Holds a category and class rating for that type of aircraft at the airline transport pilot license level; and
 - (ii) Passed an official military pilot of Cambodia check and instrument proficiency check in that type of aircraft as PIC during the 12 calendar months before the month of application.
- (f) *Evidentiary documents.* The SSCA may accept the following documents as satisfactory evidence of military pilot status:
 - (i) An official identification card issued to the pilot by an armed force to demonstrate membership in the armed forces.
 - (ii) An original or a copy of a certificate of discharge or release from an armed force of Cambodia
 - (iii) At least one of the following—
 1. An order of an Armed Force of Cambodia to flight status as a military pilot;
 2. An Armed Force form or logbook showing military pilot status; or
 3. An order showing that the applicant graduated from a military pilot school of Cambodia and received a rating as a military pilot.
 - (iv) A certified Armed Force logbook or an appropriate official Armed Force form or summary to demonstrate flight time in military aircraft as a member of an Armed Force of Cambodia.
 - (v) An official Armed Force of Cambodia record of a military designation as PIC.
 - (vi) An official record of satisfactory accomplishment of an instrument proficiency check during the 12 calendar months preceding the month of the application.

IS: 2.1.4.3 PREREQUISITES FOR PRACTICAL TESTS

- (a) Except as provided in paragraph (b), to be eligible for a practical test for a license or rating issued under Part 2, an applicant shall—
 - (i) Pass the required knowledge test within the 24-calendar-month period preceding the month the applicant completes the practical test, if a knowledge test is required;
 - (ii) Present the knowledge test report at the time of application for the practical test, if a knowledge test is required;
 - (iii) Have satisfactorily accomplished the required training and obtained the aeronautical experience prescribed by Part 2 for the license or rating sought;
 - (iv) Meet the prescribed age requirement of this Subpart for the issuance of the license or rating sought; and
 - (v) Have an endorsement in his or her logbook or training record that has been signed by an authorised instructor who certifies that the applicant—
 1. Has received and logged training time within 60 days preceding the date of application in preparation for the practical test;
 2. Is prepared for the required practical test; and
 3. Has demonstrated satisfactory knowledge of the subject areas in which the applicant was deficient on the airman knowledge test.
- (b) An applicant for an airline transport pilot license or an additional rating to an airline transport pilot license may take the practical test for that license or rating with an expired knowledge test report, provided that the applicant—
 - (i) Is employed as a flight crewmember by a certificate holder under **Part 9** at the time of the practical test and has satisfactorily accomplished that operator's approved—
 1. PIC aircraft qualification training program that is appropriate to the license and rating sought; and
 2. Qualification training requirements appropriate to the license and rating sought; or
 - (ii) Is employed as a flight crewmember in scheduled military air transport operations of Cambodia at the time of the practical test, and has accomplished the PIC aircraft qualification training program that is appropriate to the license and rating sought.

IS: 2.1.4.5 PRACTICAL TESTS: REQUIRED AIRCRAFT, SIMULATION, AND EQUIPMENT

- (a) *General.* Except as provided in paragraph (a)(2), or when permitted to accomplish the entire flight increment of the practical test in an approved flight simulator or an approved flight training device, an applicant for a license or rating issued under Part 2 shall furnish—
 - (i) An aircraft of Cambodia registry for each required test that—
 - 1. Is of the category, class, and type, if applicable, applicable to the license or rating sought; and
 - 2. Has a current standard, limited, or primary airworthiness certificate.
 - (ii) At the discretion of the examiner who administers the practical test, the applicant may furnish—
 - 1. An aircraft that has a current airworthiness certificate other than standard, limited, or primary but that otherwise meets the requirement of paragraph (a)(1);
 - 2. An aircraft of the same category, class, and type, if applicable, of foreign registry that is properly certified by the country of registry; or
 - 3. A military aircraft of the same category, class, and type, if applicable, for which the applicant is applying for a license or rating.
- (b) *Required equipment (other than controls).* Each applicant for a practical test shall use an aircraft that has—
 - (i) The equipment for each area of operation required for the practical test;
 - (ii) No prescribed operating limitations that prohibit its use in any of the areas of operation required for the practical test;
 - (iii) Except as provided in paragraph (e), at least two pilot stations with adequate visibility for each person to operate the aircraft safely; and
 - (iv) Cockpit and outside visibility adequate to evaluate the performance of the applicant when an additional jump seat is provided for the examiner.
- (c) *Required controls.* Each applicant for a practical test shall use an aircraft (other than a lighter-than-air aircraft) that has engine power controls and flight controls that are easily reached and operable in a conventional manner by both pilots, unless the examiner determines that the practical test can be conducted safely in the aircraft without the controls being easily reached.
- (d) *Simulated instrument flight equipment.* An applicant for a practical test that involves manoeuvring an aircraft solely by reference to instruments shall furnish—
 - (i) Equipment on board the aircraft that permits the applicant to pass the areas of operation that apply to the rating sought; and
 - (ii) A device that prevents the applicant from having visual reference outside the aircraft, but does not prevent the examiner from having visual reference outside the aircraft, and is otherwise acceptable to the SSCA.
- (e) *Aircraft with single controls.* An applicant may complete a practical test in an aircraft having a single set of controls, provided the—
 - (i) Examiner agrees to conduct the test;
 - (ii) Test does not involve a demonstration of instrument skills; and
 - (iii) Proficiency of the applicant can be observed by an examiner who is in a position to observe the applicant.

IS: 2.1.4.7 RECORDS OF TRAINING TIME

- (a) For the purposes of meeting the requirements of 2.1.4.7, each person shall enter the following information for each flight or lesson logged—
 - (i) General:
 - 1. Date.
 - 2. Total flight time.
 - 3. Location where the aircraft departed and arrived, or for lessons in an approved flight simulator or an approved flight training device, the location where the lesson occurred.
 - 4. Type and identification of aircraft, approved flight simulator, or approved flight training device, as appropriate.
 - 5. The name of a safety pilot, if required by Part 8.
 - (ii) Type of pilot experience or training—
 - 1. Solo.
 - 2. PIC.

3. SIC.
 4. Flight and ground training received from an authorised instructor.
 5. Training received in an approved flight simulator or approved flight training device from an authorised instructor.
- (iii) Conditions of flight—
1. Day or night.
 2. Actual instrument.
 3. Simulated instrument conditions in flight, an approved flight simulator, or an approved flight training device.
- (b) *Logging of pilot time.* The pilot time described in this subsection may be used to—
- (i) Apply for a license or rating issued under Part 2; or
 - (ii) Satisfy the recent flight experience requirements of Part 8.
- (c) *Logging of solo flight time.* Except for a student pilot acting as PIC of an airship requiring more than one flight crewmember, a pilot may log as solo flight time only that flight time when the pilot is the sole occupant of the aircraft.
- (d) *Logging PIC flight time.*
- (i) A private or commercial pilot may log PIC time only for that flight time during which that person is—
 1. The sole manipulator of the controls of an aircraft for which the pilot is rated;
 2. Acting as PIC of an aircraft on which more than one pilot is required under the type certification of the aircraft or the regulations under which the flight is conducted; or
 3. A sole occupant.
 - (ii) An airline transport pilot may log as PIC time all of the flight time while acting as PIC of an operation requiring an airline transport pilot license.
 - (iii) An authorised instructor may log as PIC time all flight time while acting as an authorised instructor.
 - (iv) A student pilot may log PIC time when the student pilot—
 1. Is the sole occupant of the aircraft or is performing functions of the PIC of an airship requiring more than one flight crewmember
 2. Has a current solo flight endorsement as required under 2.2.2.4; or
 3. Is undergoing training for a pilot license or rating.
- (e) *Logging SIC flight time.* A person may log SIC flight time only for that flight time during which that person—
- (i) Is qualified in accordance with the SIC requirements of 8.10.1.5, and occupies a crewmember station in an aircraft that requires more than one pilot by the aircraft's type certificate; or
 - (ii) Holds the appropriate category, class, and instrument rating (if an instrument rating is required for the flight) for the aircraft being flown, and more than one pilot is required under the type certification of the aircraft or the regulations under which the flight is being conducted.
- (f) *Logging instrument flight time.*
- (i) A person may log instrument flight time only for that flight time when the person operates the aircraft solely by reference to instruments under actual or simulated instrument flight conditions.
 - (ii) An authorised instructor may log instrument flight time when conducting instrument flight instruction in actual instrument flight conditions.
 - (iii) For the purposes of logging instrument flight time to meet the recent instrument experience requirements of 8.4.1.10, the following information shall be recorded in a person's logbook—
 1. The location and type of each instrument approach accomplished; and
 2. The name of the safety pilot, if required.
 - (iv) An approved flight simulator or approved flight training device may be used by a person to log instrument flight time, provided an authorised instructor is present during the simulated flight.
- (g) *Logging training time.*

- (i) A person may log training time when that person receives training from an authorised instructor in an aircraft, approved flight simulator, or approved flight training device.
- (ii) The training time shall be logged in a logbook and shall—
 - 1. Be endorsed in a legible manner by the authorised instructor; and
 - 2. Include a description of the training given, the length of the training lesson, and the instructor's signature, license number, and license expiration date.

IS: 2.1.4.9 USE OF AN APPROVED FLIGHT SIMULATOR OR AN APPROVED FLIGHT TRAINING DEVICE FOR A PILOT LICENSE OR RATING

- (a) *In an aeroplane.* If an approved flight simulator or approved flight training device is used for accomplishing any of the training and the required practical test for a pilot license with an aeroplane category, class, and type rating, if applicable, the applicant, approved flight simulator, and approved flight training device are subject to the following requirements:
 - (i) Some or all of the limitations of paragraph (a)(2) through (a)(11) of this subsection may apply.
 - (ii) The flight simulator or flight training device permitted by paragraph (a)(1) of this subsection shall be conducted in accordance with an approved course at an ATO certified under Part 3.
 - (iii) To complete all training and testing (except preflight inspection) for an additional aeroplane rating without limitations when using a flight simulator—
 - 1. The flight simulator must be approved as Level C or Level D; and
 - 2. The applicant must meet at least one of the following:
 - a. Hold a type rating for a turbojet or turbofan aeroplane of the same class of aeroplane for which the type rating is sought, or have been appointed by a military service as a PIC of an aeroplane of the same class of aeroplane for which the type rating is sought, if a type rating in a turbojet or turbofan aeroplane is sought.
 - b. Hold a type rating for a turbopropeller aeroplane of the same class of aeroplane for which the type rating is sought, or have been designated by a military service as a PIC of an aeroplane of the same class of aeroplane for which the type rating is sought, if a type rating in a turbopropeller aeroplane is sought.
 - c. Have at least 2,000 hours of flight time, of which 500 hours is in turbine-powered aeroplanes of the same class of aeroplane for which the type rating is sought.
 - d. Have at least 500 hours of flight time in the same type aeroplane as the aeroplane for which the rating is sought.
 - e. Have at least 1,000 hours of flight time in at least two different aeroplanes requiring a type rating.
 - (iv) Subject to the limitation of paragraph (a)(5) of this subsection, an applicant who does not meet the requirements of paragraph (a)(3) of this subsection may complete all training and testing (except for preflight inspection) for a pilot license or rating when using a flight simulator if—
 - 1. The flight simulator is approved as a Level C or Level D; and
 - 2. The applicant meets at least one of the following:
 - a. Holds a type rating in a propeller-driven aeroplane if a type rating in a turbojet or turbofan aeroplane is sought, or holds a type rating in a turbojet or turbofan aeroplane if a type rating in a propeller-driven aeroplane is sought; or
 - b. Since the beginning of the 12th calendar month before the month in which the applicant completes the practical test for an additional aeroplane rating, has logged—
 - i. At least 100 hours of flight time in aeroplanes of the same class for which the type rating is sought and which requires a type rating; and
 - ii. At least 25 hours of flight time in aeroplanes of the same type for which the rating is sought.
 - (v) An applicant meeting only the requirements of paragraph (a)(4) of this subsection will be issued a rating with a limitation.
 - (vi) The limitation on a license issued under the provisions of paragraph (a)(5) of this subsection shall state, "This license is subject to PIC limitations for the *additional rating*."

- (vii) An applicant who has been issued a pilot license with the limitation specified in paragraph (a)(6) of this subsection—
 - 1. May not act as PIC of that aeroplane for which the rating was obtained under the provisions of this subsection until the limitation is removed from the pilot certificate; and
 - 2. May have the limitation removed by accomplishing 15 hours of supervised operating experience as PIC under the supervision of a qualified and current PIC, in the seat normally occupied by the PIC, in the same type of aeroplane to which the limitation applies.
- (viii) An applicant who does not meet the requirements of paragraph (a)(3) or paragraph (a)(4) of this subsection may be issued a rating after successful completion of one of the following requirements—
 - 1. Compliance with paragraph (a)(2) of this subsection and the following tasks, which shall be successfully completed on a static aeroplane or in flight, as appropriate—
 - a. Preflight inspection;
 - b. Normal takeoff;
 - c. Normal ILS approach;
 - d. Missed approach; and
 - e. Normal landing.
 - 2. Compliance with paragraphs (a)(9) through (a)(11) of this subsection.
- (ix) An applicant not meeting the requirements of paragraph (a)(3), (a)(4), or (a)(8)(i) of this subsection will be issued a license or rating with a limitation.
- (x) The limitation on a license issued under the provisions of paragraph (a)(9) of this subsection shall state, "This license is subject to PIC limitations for the *additional rating*."
- (xi) An applicant who has been issued a pilot license with the limitation specified in paragraph (a)(10) of this subsection—
 - 1. May not act as PIC of that aeroplane for which the rating was obtained under the provisions of this subsection until the limitation is removed from the pilot certificate; and
 - 2. May have the limitation removed by accomplishing 25 hours of supervised operating experience as PIC under the supervision of a qualified and current PIC, in the seat normally occupied by the PIC, in that aeroplane of the same type to which the limitation applies.
- (b) *In a helicopter.* If an approved flight simulator or approved flight training device is used for accomplishing any of the training and the required practical test for a pilot license with a rotorcraft-helicopter class and type rating, if applicable, the applicant, approved flight simulator, and approved flight training device are subject to the following requirements:
 - (i) Some or all of the limitations of paragraph (b)(2) through (b)(11) of this subsection may apply.
 - (ii) The use of an approved flight simulator or an approved flight training device permitted by this subsection shall be conducted in accordance with an approved course at an ATO certified under Part 3.
 - (iii) The applicant must meet at least one of the following if a type rating is sought in a turbine-powered helicopter—
 - 1. Hold a type rating in a turbine-powered helicopter or have been appointed by a military service as a PIC of a turbine-powered helicopter.
 - 2. Have at least 2,000 hours of flight time that includes at least 500 hours in turbine-powered helicopters.
 - 3. Have at least 500 hours of flight time in turbine-powered helicopters.
 - 4. Have at least 1,000 hours of flight time in at least two different turbine-powered helicopters.
 - (iv) Subject to the limitation of paragraph (b)(5) of this subsection, an applicant who does not meet the requirements of paragraph (b)(3) of this subsection may complete all training and testing (except for preflight inspection) for a pilot license or rating when using a flight simulator if—
 - 1. The flight simulator is approved as Level C or Level D; and
 - 2. The applicant meets at least one of the following—

- a. Holds a type rating in a turbine-powered helicopter if a type rating in a turbine-powered helicopter is sought; or
 - b. Since the beginning of the 12th calendar month before the month in which the applicant completes the practical test for an additional helicopter rating, has logged at least 25 hours of flight time in helicopters of the same type for which the rating is sought.
- (v) An applicant meeting only the requirements of paragraph (b)(4) of this subsection will be issued a rating with a limitation.
- (vi) The limitation on a license issued under the provisions of paragraph (b)(5) of this subsection shall state, "This license is subject to PIC limitations for the *additional rating*."
- (vii) An applicant who is issued a pilot license with the limitation specified in paragraph (b)(6) of this subsection—
- 1. May not act as PIC of that helicopter for which the rating was obtained under the provisions of this subsection until the limitation is removed from the pilot certificate; and
 - 2. May have the limitation removed by accomplishing 15 hours of supervised operating experience as PIC under the supervision of a qualified and current PIC, in the seat normally occupied by the PIC, in the same type of helicopter to which the limitation applies.
- (viii) An applicant who does not meet the requirements of paragraph (b)(3) or paragraph (b)(4) of this subsection may be issued a rating after successful completion of one of the following requirements—
- 1. Compliance with paragraphs (b)(1) and (b)(2) of this subsection and the following tasks, which must be successfully completed on a static helicopter or in flight, as appropriate—
 - a. Preflight inspection;
 - b. Normal takeoff;
 - c. Normal ILS approach;
 - d. Missed approach; and
 - e. Normal landing.
 - 2. Compliance with paragraphs (b)(1), (b)(2), and (b)(9) through (b)(11) of this subsection.
- (ix) An applicant not meeting the requirements of paragraph (b)(3), (b)(4), or (b)(8)(i) of this subsection will be issued a rating with a limitation.
- (x) The limitation on a license issued under the provisions of paragraph (b)(9) of this subsection shall state, "This license is subject to PIC limitations for the *additional rating*."
- (xi) An applicant who has been issued a pilot license with the limitation specified in paragraph (b)(10) of this subsection—
- 1. May not act as PIC of that helicopter for which the rating was obtained under the provisions of this subsection until the limitation is removed from the pilot certificate; and
 - 2. May have the limitation removed by accomplishing 25 hours of supervised operating experience as PIC under the supervision of a qualified and current PIC, in the seat normally occupied by the PIC, in that helicopter of the same type as to which the limitation applies.
- (c) *In a powered-lift.* If an approved flight simulator or approved flight training device is used for accomplishing any of the training and the required practical test for a pilot license with a powered-lift category and type rating, if applicable, the applicant, approved flight simulator, and approved flight training device are subject to the following requirements:
- (i) Comply with the applicable requirements of paragraph (a) of this IS, except as shown below.
 - (ii) The applicant must meet at least one of the following if a type rating is sought in a turbine powered-lift—
 - 1. Hold a type rating in a turbine powered-lift or have been appointed by a military service as a PIC of a turbine powered-lift.
 - 2. Have at least 2,000 hours of flight time that includes at least 500 hours in turbine powered-lifts.
 - 3. Have at least 500 hours of flight time in turbine powered-lifts.
 - 4. Have at least 1,000 hours of flight time in at least two different turbine powered-lifts.
 - (iii) Subject to the limitation described in paragraph (a)(11) of this subsection, an applicant who does not meet the requirements of paragraph (a)(2) of this subsection may complete all

training and testing (except for preflight inspection) for a rating when using a flight simulator if—

1. The flight simulator is approved as Level C or Level D; and
2. The applicant meets at least one of the following—
 - a. Holds a type rating in a turbine powered-lift if a type rating in a turbine powered-lift is sought; or
 - b. Since the beginning of the 12th calendar month before the month in which the applicant completes the practical test for an additional powered-lift rating, has logged at least 25 hours of flight time in powered-lifts of the same type for which the rating is sought.

IS: 2.2.1.2 INSTRUMENT RATING REQUIREMENTS

- (a) *Aeronautical knowledge.* An applicant for an instrument rating shall have received and logged ground training from an authorised instructor on the areas of following aeronautical knowledge areas that apply to the instrument rating sought:
 - (i) The provisions of these regulations that apply to flight operations under IFR.
 - (ii) Appropriate information in advisory material published by the SSCA that applies to flight operations under IFR.
 - (iii) Air traffic control system and procedures for instrument flight operations.
 - (iv) IFR navigation and approaches by use of navigation systems.
 - (v) Use of IFR en route and instrument approach procedure charts.
 - (vi) Procurement and use of aviation weather reports and forecasts and the elements of forecasting weather trends based on that information.
 - (vii) Personal observation of weather conditions.
 - (viii) Safe and efficient operation of aircraft under instrument flight rules and conditions.
 - (ix) Recognition of critical weather situations and windshear avoidance.
 - (x) Aeronautical decision making and judgement.
 - (xi) Crew resource management, including crew communication and co-ordination.
- (b) *Flight proficiency.* An applicant for an instrument rating shall receive and log training from an authorised instructor in an aircraft, or in an approved flight simulator or approved flight training device that includes the following areas of operation—
 - (i) Preflight preparation;
 - (ii) Preflight procedures;
 - (iii) Air traffic control clearances and procedures;
 - (iv) Flight by reference to instruments;
 - (v) Navigation systems;
 - (vi) Instrument approach procedures;
 - (vii) Emergency operations; and
 - (viii) Postflight procedures.
- (c) *Aeronautical experience.* An applicant for an instrument rating shall have logged the following—
 - (i) At least 50 hours of cross-country flight time as PIC, of which at least 10 hours shall be in aeroplanes for an instrument: aeroplane rating; and
 - (ii) A total of 40 hours of actual or simulated instrument time on the areas of operation of this subsection, to include—

1. At least 15 hours of instrument flight training from an authorised instructor in the aircraft category for which the instrument rating is sought;
2. At least 3 hours of instrument training that is appropriate to the instrument rating sought from an authorised instructor in preparation for the practical test within the 60 days preceding the date of the test;
3. For an instrument - aeroplane rating, instrument training on cross-country flight procedures specific to aeroplanes that includes at least one cross-country flight in an aeroplane that is performed under IFR, and consists of—
 - a. A distance of at least 250 nautical miles along airways or ATC-directed routing;
 - b. An instrument approach at each airport; and
 - c. Three different kinds of approaches with the use of navigation systems;
4. For an instrument - helicopter rating, instrument training specific to helicopters on cross-country flight procedures that includes at least one cross-country flight in a helicopter that is performed under IFR, and consists of—
 - a. A distance of at least 100 nautical miles along airways or ATC-directed routing;
 - b. An instrument approach at each airport; and
 - c. Three different kinds of approaches with the use of navigation systems; and
5. For an instrument - powered-lift rating, instrument training specific to a powered-lift on cross-country flight procedures that includes at least one cross-country flight in a powered-lift that is performed under IFR and consists of—
 - a. A distance of at least 250 nautical miles along airways or ATC-directed routing;
 - b. An instrument approach at each airport; and
 - c. Three different kinds of approaches with the use of navigation systems.

IS: 2.2.1.6 ADDITIONAL REQUIREMENTS FOR CATEGORY II AND CATEGORY III PILOT AUTHORISATIONS

The SSCA will issue a Category II or Category III pilot authorisation by letter, as a part of an applicant's instrument rating or airline transport pilot certificate.

- (a) Upon original issue the authorisation will contain the following limitations—
 - (i) For Category II operations, 1,600 feet RVR and a 150-foot decision height; and
 - (ii) For Category III operations, as specified in the authorisation document.
- (b) To remove the limitations on a Category II or Category III pilot authorisation—
 - (i) A Category II limitation holder may remove the limitation by showing that, since the beginning of the sixth preceding month, the holder has made three Category II ILS approaches with a 150-foot decision height to a landing under actual or simulated instrument conditions; or
 - (ii) A Category III limitation holder may remove the limitation by showing experience as specified in the authorisation.
- (c) An authorisation holder or an applicant for an authorisation may use a flight simulator or flight training device if it is approved by the SSCA for such use, to meet the experience requirement of paragraph (e) of this subsection, or for the practical test required by Part 2 for a Category II or a Category III pilot authorisation, as applicable.
- (d) Category II: practical test requirements.
 - (i) An applicant for the following authorisations shall pass a practical test:
 1. Issuance or renewal of a Category II pilot authorisation.
 2. The addition of another type aircraft to a Category II pilot authorisation.
 - (ii) To be eligible for the practical test for an authorisation under this subsection, an applicant shall—
 1. Meet the requirements of 2.2.1.6; and

2. If the applicant has not passed a practical test for this authorisation during the 12 calendar months preceding the month of the test—
 - a. Meet the requirements of 8.4.1.10; and
 - b. Have performed at least six ILS approaches during the 6 calendar months preceding the month of the test, of which at least three of the approaches shall have been conducted without the use of an approach coupler.
 - (iii) An applicant shall accomplish the approaches specified in paragraph (e)(2)(ii)(B) of this subsection—
 1. Under actual or simulated instrument flight conditions;
 2. To the minimum decision height for the ILS approach in the type aircraft in which the practical test is to be conducted, except that the approaches need not be conducted to the decision height authorised for Category II operations;
 3. To the decision height authorised for Category II operations only if conducted in an approved flight simulator or an approved flight training device; and
 4. In an aircraft of the same category and class, and type, as applicable, as the aircraft in which the practical test is to be conducted or in an approved flight simulator that—
 - a. Represents an aircraft of the same category and class, and type, as applicable, as the aircraft in which the authorisation is sought; and
 - b. Is used in accordance with an approved course conducted by an ATO certified under part 3.
 - (iv) The flight time acquired in meeting the requirements of paragraph (e)(2)(ii)(B) of this subsection may be used to meet the requirements of paragraph (e)(2)(ii)(A) of this subsection.
- (e) *Category II: practical test procedures.* The practical test consists of an oral increment and a flight increment.
- (i) Oral increment. In the oral increment of the practical test an applicant shall demonstrate knowledge of the following—
 1. Required landing distance;
 2. Recognition of the decision height;
 3. Missed approach procedures and techniques using computed or fixed attitude guidance displays;
 4. Use and limitations of RVR;
 5. Use of visual clues, their availability or limitations, and altitude at which they are normally discernible at reduced RVR readings;
 6. Procedures and techniques related to transition from nonvisual to visual flight during a final approach under reduced RVR;
 7. Effects of vertical and horizontal windshear;
 8. Characteristics and limitations of the ILS and runway lighting system;
 9. Characteristics and limitations of the flight director system, auto approach coupler (including split axis type if equipped), auto throttle system (if equipped), and other required Category II equipment;
 10. Assigned duties of the SIC during Category II approaches, unless the aircraft for which authorisation is sought does not require an SIC; and
 11. Instrument and equipment failure warning systems.
 - (ii) Flight increment. The following requirements apply to the flight increment of the practical test—
 1. The flight increment shall be conducted in an aircraft of the same category, class, and type, as applicable, as the aircraft in which the authorisation is sought or in an approved flight simulator that—
 - a. Represents an aircraft of the same category and class, and type, as applicable, as the aircraft in which the authorisation is sought; and
 - b. Is used in accordance with an approved course conducted by an ATO certified under part 3.

2. The flight increment shall consist of at least two ILS approaches to 100 feet AGL including at least one landing and one missed approach.
 3. All approaches performed during the flight increment shall be made with the use of an approved flight control guidance system, except if an approved auto approach coupler is installed, at least one approach shall be hand flown using flight director commands.
 4. If a multiengine aeroplane with the performance capability to execute a missed approach with one engine inoperative is used for the practical test, the flight increment shall include the performance of one missed approach with an engine, which shall be the most critical engine, if applicable, set at idle or zero thrust before reaching the middle marker.
 5. If an approved multiengine flight simulator or approved multiengine flight training device is used for the practical test, the applicant shall execute a missed approach with the most critical engine, if applicable, failed.
 6. For an authorisation for an aircraft that requires a type rating, the applicant shall pass a practical test in co-ordination with a SIC who holds a type rating in the aircraft in which the authorisation is sought.
 7. An inspector or evaluator may conduct oral questioning at any time during a practical test.
- (f) Category III: practical test requirements.
- (i) The SSCA will require that an applicant pass a practical test for—
 1. Issuance or renewal of a Category III pilot authorisation.
 2. The addition of another type of aircraft to a Category III pilot authorisation.
 - (ii) To be eligible for the practical test an applicant shall—
 1. Meet the requirements of 2.2.1.6; and
 2. If the applicant has not passed a practical test for this authorisation during the 12 calendar months preceding the month of the test,
 - a. Meet the requirements of 8.4.1.10 and 8.10.1.20, 8.10.1.32.; and
 - b. Have performed at least six ILS approaches during the 6 calendar months preceding the month of the test, of which at least three of the approaches shall have been conducted without the use of an approach coupler.
 - (iii) An applicant shall conduct the approaches specified in paragraph (2)(ii)(B) of this subsection—
 1. Under actual or simulated instrument flight conditions;
 2. To the alert height or decision height for the ILS approach in the type aircraft in which the practical test is to be conducted;
 3. Not necessarily to the decision height authorised for Category III operations;
 4. To the alert height or decision height, as applicable, authorised for Category III operations only if conducted in an approved flight simulator or approved flight training device; and
 5. In an aircraft of the same category and class, and type, as applicable, as the aircraft in which the practical test is to be conducted or in an approved flight simulator that—
 - a. Represents an aircraft of the same category and class, and type, as applicable, as the aircraft for which the authorisation is sought; and
 - b. Is used in accordance with an approved course conducted by an ATO certified under Part 3, Subpart 3.3.
 - (iv) Knowledge requirements: An applicant shall demonstrate knowledge of the following:
 1. Required landing distance.
 2. Determination and recognition of the alert height or decision height, as applicable, including use of a radar altimeter.
 3. Recognition of and proper reaction to significant failures encountered prior to and after reaching the alert height or decision height, as applicable.
 4. Missed approach procedures and techniques using computed or fixed attitude guidance displays and expected height loss as they relate to manual go-around or automatic go-around, and initiation altitude, as applicable.

5. Use and limitations of RVR, including determination of controlling RVR and required transmissometers.
 6. Use, availability, or limitations of visual cues and the altitude at which they are normally discernible at reduced RVR readings including—
 - a. Unexpected deterioration of conditions to less than minimum RVR during approach, flare, and rollout;
 - b. Demonstration of expected visual references with weather at minimum conditions;
 - c. The expected sequence of visual cues during an approach in which visibility is at or above landing minima; and
 - d. Procedures and techniques for making a transition from instrument reference flight to visual flight during a final approach under reduced RVR.
 7. Effects of vertical and horizontal windshear.
 8. Characteristics and limitations of the ILS and runway lighting system.
 9. Characteristics and limitations of the flight director system auto approach coupler (including split axis type if equipped), auto throttle system (if equipped), and other Category III equipment.
 10. Assigned duties of the SIC during Category III operations, unless the aircraft for which authorisation is sought does not require a SIC.
 11. Recognition of the limits of acceptable aircraft position and flight path tracking during approach, flare, and, if applicable, rollout.
 12. Recognition of, and reaction to, airborne or ground system faults or abnormalities, particularly after passing alert height or decision height, as applicable.
- (v) Flight skill requirements—
1. An applicant may conduct the practical test in an aircraft of the same category and class, and type, as applicable, as the aircraft for which the authorisation is sought, or in an approved flight simulator that—
 - a. Represents an aircraft of the same category and class, and type, as applicable, as the aircraft in which the authorisation is sought; and
 - b. Is used in accordance with an approved course conducted by an ATO certified under Part 3.
 2. The practical test shall consist of at least two ILS approaches to 100 feet AGL, including one landing and one missed approach initiated from a very low altitude that may result in a touchdown during the go-around manoeuvre;
 3. The applicant shall perform all approaches during the practical test with the approved automatic landing system or an equivalent landing system approved by the SSCA;
 4. If a multiengine aircraft with the performance capability to execute a missed approach with one engine inoperative is used for the practical test, the practical test shall include the performance of one missed approach with the most critical engine, if applicable, set at idle or zero thrust before reaching the middle or outer marker;
 5. If an approved multiengine flight simulator or approved multiengine flight training device is used, the applicant shall execute a missed approach with an engine, which shall be the most critical engine, if applicable, failed;
 6. For an authorisation for an aircraft that requires a type rating, the applicant shall pass a practical test in co-ordination with a SIC who holds a type rating in the aircraft in which the authorisation is sought; and
 7. Subject to the limitations of this paragraph, for Category IIIb operations predicated on the use of a fail-passive rollout control system, the applicant shall execute at least one manual rollout using visual reference or a combination of visual and instrument references. The applicant shall initiate this manoeuvre by a fail-passive disconnect of the rollout control system—
 - a. After main gear touchdown;
 - b. Prior to nose gear touchdown;
 - c. In conditions representative of the most adverse lateral touchdown displacement allowing a safe landing on the runway; and
 - d. In weather conditions anticipated in Category IIIb operations
- (vi) An inspector or evaluator may conduct oral questioning at any time during the practical test.

IS: 2.2.1.7 SPECIAL PURPOSE PILOT AUTHORISATION: OPERATION OF CIVIL AIRCRAFT REGISTERED BY THE SSCA LEASED BY A PERSON WHO IS NOT A CITIZEN OF CAMBODIA

- (a) *Eligibility.* To be eligible for the issuance or renewal of a special purpose pilot authorisation, a person shall—
- (i) Hold a current and valid foreign pilot license that has been issued by the aeronautical authority of another Contracting State from which the person holds citizenship or resident status;
 - (ii) Hold a current and valid foreign pilot license that contains the appropriate aircraft category, class, instrument rating, and type rating, if appropriate, for the aircraft to be flown;
 - (iii) Meet the medical standards for the issuance of the foreign pilot license from the aeronautical authority of the Contracting State where the person holds citizenship or resident status;
 - (iv) Surrender any special purpose pilot authorisation held to the office that issued it, or to the office processing the application for the authorisation, prior to being issued another special purpose pilot authorisation;
 - (v) Present a logbook or flight record showing compliance with the currency requirements of 8.2.1.11 and 8.10.1.21;
 - (vi) Show when the applicant will reach the age of 62 years by providing an official copy of a birth certificate or other official documentation; and
 - (vii) Present a copy of the foreign pilot license and a letter to from the lessee of the aircraft that—
 1. Documents the person is employed by the lessee;
 2. Specifies the aircraft type in which the person will be performing pilot duties; and
 3. States that the person is currently qualified to exercise the privileges listed on that person's pilot license for the aircraft to be flown, and that the person has satisfactorily accomplished the applicable ground and flight training in the aircraft type in which the person will be performing pilot duties.
- (b) *Privileges.* A person issued a special purpose pilot authorisation under these regulations may exercise only the privileges prescribed on the special purpose pilot authorisation.
- (c) *General limitations.* A person exercising the privileges of a special purpose pilot authorisation—
- (i) May hold only one special purpose pilot authorisation;
 - (ii) May conduct any flight between foreign countries in foreign air commerce within the time period allotted on the authorisation; and
 - (iii) Shall comply with the limitations specified in this subsection and any additional limitations specified on the special purpose pilot authorisation.
- (d) *Expiration date.* Each special purpose pilot authorisation issued under these Regulations expires—
- (i) 6 calendar months from the month it was issued, unless sooner suspended or revoked;
 - (ii) When the lease agreement for the aircraft expires or the lessee terminates the employment of the person who holds the special purpose pilot authorisation;
 - (iii) Whenever the person's foreign pilot license has been suspended, revoked, or is no longer valid; or
 - (iv) When the person no longer meets the medical standards for the issuance of the foreign pilot license.
- (e) *Renewal.* A holder of a special purpose pilot authorisation may apply for a 6-calendar-month extension of that authorisation, provided the person—
- (i) Continues to meet the requirements of this subsection; and
 - (ii) Surrenders the expired special purpose pilot authorisation upon receipt of the new authorisation.

IS: 2.2.2.4 MANOEUVRES AND PROCEDURES FOR PRE-SOLO FLIGHT TRAINING

- (a) A student pilot who is receiving training for solo flight shall receive and log flight training for the following manoeuvres and procedures, as applicable, for each category and class rating:
- (i) Proper flight preparation procedures, including preflight planning and preparation, powerplant operation, and aircraft systems.
 - (ii) Taxiing or surface operations, including runups.
 - (iii) Takeoffs and landings, including normal and crosswind.
 - (iv) Straight and level flight, and turns in both directions.
 - (v) Climbs and climbing turns.
 - (vi) Airport traffic patterns, including entry and departure procedures.
 - (vii) Collision avoidance, windshear avoidance, and wake turbulence avoidance.
 - (viii) Descents, with and without turns, using high and low drag configurations.
 - (ix) Flight at various airspeeds from cruise to slow flight.
 - (x) Stall entries from various flight attitudes and power combinations with recovery initiated at the first indication of a stall, and recovery from a full stall.
 - (xi) Emergency procedures and equipment malfunctions.
 - (xii) Ground reference manoeuvres.
 - (xiii) Approaches to a landing area with simulated engine malfunctions.
 - (xiv) Slips to a landing.
 - (xv) Go-arounds.
- (b) A student pilot shall who is receiving training for solo flight shall receive and log flight training for the following additional manoeuvres and procedures, as applicable, as indicated for each category and class rating—
- (i) In a helicopter—
 - 1. Approaches to the landing area;
 - 2. Hovering and hovering turns;
 - 3. Simulated emergency procedures, including autorotational descents with a power recovery and power recovery to a hover;
 - 4. Rapid decelerations; and
 - 5. Simulated one-engine-inoperative approaches and landings for multiengine helicopters.
 - (ii) In a gyroplane—
 - 1. Approaches to the landing area;
 - 2. High rates of descent with power on and with simulated power off, and recovery from those flight configurations; and
 - 3. Simulated emergency procedures, including simulated power-off landings and simulated power failure during departures.
 - (iii) In a powered-lift—
 - 1. Approaches to the landing area;
 - 2. Hovering and hovering turns; and
 - 3. For multiengine powered-lifts, simulated one-engine-inoperative approaches and landings.
 - (iv) In a glider—
 - 1. The applicable manoeuvres and procedures shown in paragraph (a) of this subsection;
 - 2. Launches, including normal and crosswind;
 - 3. Inspection of towline rigging and review of signals and release procedures;
 - 4. Aerotow, ground tow, or self-launch procedures;
 - 5. Procedures for disassembly and assembly of the glider;
 - 6. Slips to a landing;
 - 7. Procedures and techniques for thermal ling; and
 - 8. Emergency operations, including towline break procedures.
 - (v) In an airship.
 - 1. Rigging, ballasting, and controlling pressure in the ballonets, and superheating; and
 - 2. Landings with positive and with negative static trim.
 - (vi) In a balloon.
 - 1. Layout and assembly procedures;
 - 2. Ascents and descents;

3. Landing and recovery procedures;
4. Operation of hot air or gas source, ballast, valves, vents, and rip panels, as appropriate;
5. Use of deflation valves or rip panels for simulating an emergency;
6. The effects of wind on climb and approach angles; and
7. Obstruction detection and avoidance techniques.

IS: 2.2.2.6 MANOEUVRES AND PROCEDURES FOR CROSS-COUNTRY FLIGHT TRAINING

A student pilot who is receiving training for cross-country flight shall receive and log flight training in the following manoeuvres and procedures:

- (i) In an aeroplane or rotorcraft—
 1. Use of aeronautical charts for VFR navigation using pilotage and dead reckoning with the aid of a magnetic compass;
 2. Use of aircraft performance charts pertaining to cross-country flight;
 3. Procurement and analysis of aeronautical weather reports and forecasts, including recognition of critical weather situations and estimating visibility while in flight;
 4. Recognition, avoidance, and operational restrictions of hazardous terrain features in the geographical area where the student pilot will conduct cross-country flight;
 5. Use of radios for VFR navigation and two-way communications;
 6. Climbs at best angle and best rate; and
 7. Control and manoeuvring solely by reference to flight instruments, including straight and level flight, turns, descents, climbs, use of radio aids, and ATC directives.
- (ii) In a powered-lift—
 1. Those specified in paragraph (a)(1), as applicable, and
 2. Takeoff, approach, and landing procedures that include high-altitude, steep, and shallow takeoffs, approaches, and landings.
- (iii) In a glider—
 1. Those specified in paragraph (a)(1), as applicable; and
 2. Landings accomplished without the use of the altimeter from at least 2,000 feet above the surface; and
 3. Recognition of weather and upper air conditions favourable for cross-country soaring, ascending flight, descending flight, and altitude control.
- (iv) In an airship—
 1. Those specified in paragraph (a)(1), as applicable; and
 2. Control of air pressure with regard to ascending and descending flight and altitude control;
 3. Control of the airship solely by reference to flight instruments; and
 4. Recognition of weather and upper air conditions conducive for the direction of cross-country flight.

IS: 2.2.3.3 PRIVATE PILOT AERONAUTICAL KNOWLEDGE AREAS

- (a) *General.* An applicant for a private pilot license shall receive and log ground training from an authorised instructor on the aeronautical knowledge areas of paragraph (b) of this subsection that apply to the aircraft category and class rating sought.
- (b) Aeronautical knowledge areas:
 - (i) Applicable regulations of this Subpart that relate to private pilot privileges, limitations, and flight operations.
 - (ii) Accident reporting requirements of the SSCA.
 - (iii) Use of the applicable portions of advisory material published by the SSCA.
 - (iv) Use of aeronautical charts for VFR navigation using pilotage, dead reckoning, and navigation systems.
 - (v) Radio communication procedures.
 - (vi) Recognition of critical weather situations from the ground and in flight, windshear avoidance, and the procurement and use of aeronautical weather reports and forecasts.
 - (vii) Safe and efficient operation of aircraft, including collision avoidance, and recognition and avoidance of wake turbulence.
 - (viii) Effects of density altitude on takeoff and climb performance.
 - (ix) Weight and balance computations.
 - (x) Principles of aerodynamics, powerplants, and aircraft systems.

- (xi) Stall awareness, spin entry, spins, and spin recovery techniques for aeroplane and glider category ratings.
- (xii) Aeronautical decision making and judgement.
- (xiii) Preflight action that includes—
 1. Obtaining information on runway lengths at airports of intended use, data on takeoff and landing distances, weather reports and forecasts, and fuel requirements; and
 2. Planning for alternatives if the planned flight cannot be completed or delays are encountered.

IS: 2.2.3.5 PRIVATE PILOT AERONAUTICAL EXPERIENCE REQUIREMENTS

Except as provided for in 2.2.3.5, an applicant for a private pilot license shall receive and log at least 40 hours of flight time that includes at least 20 hours of flight training from an authorised instructor and 10 hours of solo flight training, which shall include at least the following experience, unless shown otherwise below.

- (a) In the category and class of aircraft for each category and class rating sought, as applicable—
 - (i) 3 hours of cross-country flight training;
 - (ii) 3 hours of night flight training that includes—
 1. One cross-country flight of over 100 nautical miles total distance; and
 2. 10 takeoffs and 10 landings to a full stop (with each landing involving a flight in the traffic pattern) at an airport.
 - (iii) 3 hours of instrument flight training;
 - (iv) 3 hours of flight training in preparation for the practical test performed within 60 days preceding the date of the test; and
 - (v) 10 hours of solo flight time, consisting of at least
 1. 5 hours of solo cross-country flight;
 2. One solo cross-country flight of at least 150 nautical miles total distance, with full-stop landings at a minimum of three points, and one segment of the flight consisting of a straight-line distance of at least 50 nautical miles between the takeoff and landing locations; and
 3. Three takeoffs and three landings to a full stop (with each landing involving a flight in the traffic pattern) at an airport with an operating control tower.
- (b) For a helicopter rating and a gyroplane rating—
 - (i) 3 hours of night flight training in a helicopter that includes one cross-country flight of over 50 nautical miles total distance; and
 - (ii) 10 hours of solo flight time in a helicopter, consisting of at least—
 1. 3 hours cross-country flight time;
 2. One solo cross-country flight of at least 75 nautical miles total distance, with landings at a minimum of three points, and one segment of the flight being a straight-line distance of at least 25 nautical miles between the takeoff and landing locations.
- (c) For a glider category rating—
 - (i) If the applicant has not logged at least 40 hours of flight time as a pilot in a heavier-than-air aircraft, at least 10 hours of flight training in a glider, and 20 training flights performed on the areas of operation listed in 2.2.3.4 that apply to gliders that include—
 1. 2 hours of solo flight in gliders in the areas of operation listed in 2.2.3.4 that apply to gliders, with not less than 10 launches and landings being performed; and

- (ii) If the applicant has logged at least 40 hours of flight time in heavier-than-air aircraft, at least 3 hours of flight training in a glider, and 10 training flights performed on the areas of operation listed in 2.2.3.4 apply to gliders that include—
 - 1. 10 solo flights in gliders on the areas of operation listed in 2.2.3.4 that apply to gliders; and
 - 2. Three training flights in preparation for the practical test within the 60-day waiting period preceding the test.
- (d) For an airship rating—
 - (i) 25 hours of flight training in airships on the areas of operation listed in 2.2.3.4, which consists of at least—
 - (ii) 3 hours of night flight training in an airship that includes:
 - 1. A cross-country flight of over 25 nautical miles total distance; and
 - 2. Five takeoffs and five landings to a full stop (with each landing involving a flight in the traffic pattern) at an airport.
 - (iii) 5 hours of solo flight in an airship and with an authorised instructor.
- (e) For a balloon rating: 10 hours of flight training that includes at least six training flights in the areas of operation listed in 2.2.3.4, that includes—
 - (i) Gas balloon. If the training is being performed in a gas balloon, at least two flights of 2 hours each that consists of—
 - 1. At least one training flight within 60 days prior to application for the rating on the areas of operation for a gas balloon;
 - 2. At least one flight performing the functions of PIC in a gas balloon; and
 - 3. At least one flight involving a controlled ascent to 3,000 feet above the launch site.
 - (ii) Balloon with an airborne heater. If the training is being performed in a balloon with an airborne heater, at least—
 - 1. Two flights of 1 hour each within 60 days prior to application for the rating on the areas of operation appropriate to a balloon with an airborne heater;
 - 2. One solo flight in a balloon with an airborne heater; and
 - 3. At least one flight involving a controlled ascent to 2,000 feet above the launch site.

IS: 2.2.4.3 COMMERCIAL PILOT AERONAUTICAL KNOWLEDGE AREAS

- (a) An applicant for a commercial pilot license shall receive and log ground training from an authorised instructor on the aeronautical knowledge areas of paragraph (b) of this subsection that apply to the aircraft category and class rating sought.
- (b) Aeronautical knowledge areas:
 - (i) Applicable regulations of this Subpart that relate to commercial pilot privileges, limitations, and flight operations.
 - (ii) Accident reporting requirements of the SSCA.
 - (iii) Basic aerodynamics and the principles of flight.
 - (iv) Meteorology to include recognition of critical weather situations, windshear recognition and avoidance, and the use of aeronautical weather reports and forecasts.
 - (v) Safe and efficient operation of aircraft.
 - (vi) Weight and balance computations.
 - (vii) Use of performance charts.
 - (viii) Significance and effects of exceeding aircraft performance limitations.
 - (ix) Use of aeronautical charts and a magnetic compass for pilotage and dead reckoning.
 - (x) Use of air navigation facilities.
 - (xi) Aeronautical decision making and judgement.

- (xii) Principles and functions of aircraft systems.
- (xiii) Manoeuvres, procedures, and emergency operations appropriate to the aircraft.
- (xiv) Night and high-altitude operations.
- (xv) Procedures for operating within Cambodian airspace system.
- (xvi) Procedures for flight and ground training for lighter-than-air ratings.

IS: 2.2.4.4 COMMERCIAL PILOT FLIGHT TRAINING PROFICIENCY REQUIREMENTS

General. An applicant for a commercial pilot license shall receive and log ground and flight training from an authorised instructor on the areas of operation of this subsection that apply to the aircraft category and class rating sought, as shown below.

- (i) For all categories and class ratings, as applicable—
 - 1. Preflight preparation;
 - 2. Preflight procedures;
 - 3. Airport and seaplane base operations;
 - 4. Takeoffs, landings, and go-arounds;
 - 5. Performance manoeuvres;
 - 6. Ground reference manoeuvres;
 - 7. Navigation;
 - 8. Slow flight and stalls;
 - 9. Emergency operations;
 - 10. High-altitude operations; and
 - 11. Postflight procedures.
- (ii) For the category and class ratings shown below, the applicable areas of operation shown in paragraph (a)(1); and
- (iii) For the aeroplane category rating with a multiengine class rating—
 - 1. Multiengine operations.
- (iv) For a rotorcraft category rating with a helicopter class rating—
 - 1. Airport and heliport operations;
 - 2. Hovering manoeuvres; and
 - 3. Special operations.
- (v) For a rotorcraft category rating with a gyroplane class rating—
 - 1. Flight at slow airspeeds.
- (vi) For a powered-lift category rating—
 - 1. Hovering manoeuvres; and
 - 2. Special operations.
- (vii) For a glider category rating—
 - 1. Launches and landings; and
 - 2. Soaring techniques.
- (viii) For a lighter-than-air category rating with an airship class rating—
 - 1. Fundamentals of instructing;
 - 2. Technical subjects; and
 - 3. Preflight lesson on a manoeuvre to be performed in flight.
- (ix) For a lighter-than-air category rating with a balloon class rating—
 - 1. Fundamentals of instructing;
 - 2. Technical subjects;
 - 3. Preflight lesson on a manoeuvre to be performed in flight; and
 - 4. Launches and landings.

IS: 2.2.4.5 COMMERCIAL PILOT AERONAUTICAL EXPERIENCE REQUIREMENTS

Except as provided in 2.2.4.5, an applicant for a commercial pilot license shall log at least the following hours of flight time as a pilot in each category and class applied for, including at least the following—

- (a) Unless specified otherwise for a specific category or class, 250 hours of flight time as a pilot, including—
 - (i) 100 hours in powered aircraft, of which 50 hours shall be in the category of rating sought.
 - (ii) 100 hours of PIC flight time, including at least—
 - 1. 50 hours in the category sought; and

2. 50 hours in cross-country flight in the category sought, of which 10 hours must be in the category sought.
- (iii) 20 hours of training on the areas of operation listed in IS: 2.2.4.4 including at least—
 1. 10 hours of instrument training of which at least 5 hours shall be in the category and class sought;
 2. 10 hours of training in an aeroplane that has a retractable landing gear, flaps, and a controllable pitch propeller, or is turbine-powered if applicable;
 3. One cross-country flight of at least 2 hours in the category and class sought in day VFR conditions, consisting of a total straight-line distance of more than 100 nautical miles from the original point of departure;
 4. One cross-country flight of at least 2 hours in the category and class sought in night VFR conditions, consisting of a total straight-line distance of more than 100 nautical miles from the original point of departure; and
 5. 3 hours in the category and class sought in preparation for the practical test within the 60-day period proceeding the date of the test.
- (iv) 10 hours of solo flight in the category and class sought on the areas of operation listed in IS: 2.2.4.4, including at least—
 1. One cross-country flight of not less than 300 nautical miles total distance, with landings at a minimum of three points, one of which is a straight-line distance of at least 250 nautical miles from the original departure point; and
 2. 5 hours in night VFR conditions with 10 takeoffs and 10 landings (with each landing involving a flight in the traffic pattern) at an airport with an operating control tower.
- (b) *For a helicopter rating.* 150 hours of flight time as a pilot, including—
 - (i) 100 hours of PIC flight time, which includes at least—
 1. 35 hours in helicopters; and
 2. 10 hours in cross-country flight in helicopters.
 - (ii) 10 hours of solo flight in a helicopter on the areas of operation listed in IS: 2.2.4.4, including at least—
 1. One cross-country flight with landings at a minimum of three points, with one segment consisting of a straight-line distance of at least 50 nautical miles from the original point of departure; and
 2. One cross-country flight of at least 2 hours in a helicopter in night VFR conditions, consisting of a total straight-line distance of more than 50 nautical miles from the original point of departure;
- (c) *For a gyroplane rating.* 150 hours of flight time as a pilot, including at least—
 - (i) 100 hours in powered aircraft, of which 25 hours shall be in gyroplanes.
 - (ii) 100 hours of PIC flight time, including at least—
 1. 10 hours in gyroplanes; and
 2. 3 hours in cross-country flight in gyroplanes.
 - (iii) 20 hours of training on the areas of operation listed in IS: 2.2.4.4 including at least—
 1. 5 hours of instrument training in an aircraft;
 2. One cross-country flight of at least 2 hours in a gyroplane in day VFR conditions, consisting of a total straight-line distance of more than 50 nautical miles from the original point of departure.
 - (iv) 10 hours of solo flight in a gyroplane on the areas of operation listed in IS: 2.2.4.4 including at least—
 1. One cross-country flight with landings at a minimum of three points, with one segment consisting of a straight-line distance of at least 50 nautical miles from the original point of departure; and
 2. 5 hours in night VFR conditions with 10 takeoffs and 10 landings (with each landing involving a flight in the traffic pattern).
- (d) *For a glider rating.* at least—
 - (i) 25 hours as a pilot in gliders and 100 flights in gliders as PIC, including at least—
 1. 3 hours of flight training or 10 training flights in gliders on the areas of operation listed in IS: 2.2.4.4; and

2. 2 hours of solo flight that includes not less than 10 solo flights in gliders on the areas of operation listed in IS: 2.2.4.4; or
- (ii) 200 hours of flight time as a pilot in heavier-than-air aircraft, and 20 flights in gliders as PIC, including at least—
 1. 3 hours of flight training or 10 training flights on the areas of operation listed in IS: 2.2.4.4; and
 2. Five solo flights in a glider on the areas of operation listed in IS: 2.2.4.4.
- (e) *For an airship rating.* 200 hours of flight time as a pilot, including at least—
 - (i) 50 hours in airships.
 - (ii) 30 hours of PIC time in airships, including at least—
 1. 10 hours of cross-country flight time in airships; and
 2. 10 hours of night flight time in airships.
 - (iii) 40 hours of instrument time, which consists of at least 20 hours in flight, of which 10 hours shall be in flight in airships.
 - (iv) 20 hours of flight training in airships on the areas of operation listed in IS: 2.2.4.4, including at least—
 1. One cross-country flight of at least 1 hour in duration in an airship in day VFR conditions, consisting of a total straight-line distance of more than 25 nautical miles from the original point of departure; and
 2. One cross-country flight of at least 1 hour in duration in an airship in night VFR conditions, consisting of a total straight-line distance of more than 25 nautical miles from the original point of departure.
 - (v) 10 hours of flight training performing the functions of PIC with an authorised instructor on the areas of operation listed in IS: 2.2.4.4, including at least—
 1. One cross-country flight with landings at a minimum of three points, with one segment consisting of a straight-line distance of at least 25 nautical miles from the original point of departure; and
 2. 5 hours in night VFR conditions with 10 takeoffs and 10 landings (with each landing involving a flight in the traffic pattern).
- (f) *For a balloon rating.* 35 hours of flight time as a pilot, including at least—
 - (i) 20 hours in balloons;
 - (ii) 10 flights in balloons;
 - (iii) Two flights in balloons as the PIC; and
 - (iv) 10 hours of flight training that includes at least 10 training flights in balloons on the areas of operation listed in IS: 2.2.4.4, including at least—
 1. For a gas balloon—
 - a. Two training flights of 2 hours each in a gas balloon on the areas of operation appropriate to a gas balloon within 60 days prior to application for the rating;
 - b. Two flights performing the functions of PIC in a gas balloon on the appropriate areas of operation; and
 - c. One flight involving a controlled ascent to 5,000 feet above the launch site.
 2. For a balloon with an airborne heater—
 - a. Two training flights of 1 hour each in a balloon with an airborne heater on the areas of operation appropriate to a balloon with an airborne heater within 60 days prior to application for the rating;
 - b. Two solo flights in a balloon with an airborne heater on the appropriate areas of operation; and
 - c. One flight involving a controlled ascent to 3,000 feet above the launch site.

IS: 2.2.5.3 AIRLINE TRANSPORT PILOT: AERONAUTICAL KNOWLEDGE AREAS

An applicant for an airline transport pilot license shall receive and log ground and flight training on the following areas of aeronautical knowledge:

- (i) Applicable regulations that relate to airline transport pilot privileges, limitations, and flight operations.

- (ii) Meteorology, including knowledge of and effects of fronts, frontal characteristics, cloud formations, icing, and upper-air data.
- (iii) General system of weather and NOTAM collection, dissemination, interpretation, and use.
- (iv) Interpretation and use of weather charts, maps, forecasts, sequence reports, abbreviations, and symbols.
- (v) Cambodia Weather Service functions as they pertain to operations in Cambodian Airspace System.
- (vi) Windshear and microburst awareness, identification, and avoidance.
- (vii) Principles of air navigation under instrument meteorological conditions in Cambodian Airspace System.
- (viii) Air traffic control procedures and pilot responsibilities as they relate to en route operations, terminal area and radar operations, and instrument departure and approach procedures.
- (ix) Aircraft loading, weight and balance, use of charts, graphs, tables, formulas, and computations, and their effect on aircraft performance.
- (x) Aerodynamics relating to an aircraft's flight characteristics and performance in normal and abnormal flight regimes.
- (xi) Human factors.
- (xii) Aeronautical decision making and judgement.
- (xiii) Crew resource management to include crew communication and co-ordination.

IS: 2.2.5.4 AIRLINE TRANSPORT PILOT: FLIGHT PROFICIENCY

An applicant for an airline transport pilot license shall receive and log ground and flight training from an authorised instructor on the areas of operation of this subsection that apply to the aircraft category and class rating sought, as shown below.

- (i) For an aeroplane category--single-engine class rating:
 - 1. Preflight preparation;
 - 2. Preflight procedures;
 - 3. Takeoff and departure phase;
 - 4. In-flight manoeuvres;
 - 5. Instrument procedures;
 - 6. Landings and approaches to landings;
 - 7. Normal and abnormal procedures;
 - 8. Emergency procedures; and
 - 9. Postflight procedures.
- (ii) For an aeroplane category--multiengine class rating:
 - 1. Preflight preparation;
 - 2. Preflight procedures;
 - 3. Takeoff and departure phase;
 - 4. In-flight manoeuvres;
 - 5. Instrument procedures;
 - 6. Landings and approaches to landings;
 - 7. Normal and abnormal procedures;
 - 8. Emergency procedures; and

9. Postflight procedures.
- (iii) For a powered-lift category rating:
 1. Preflight preparation;
 2. Preflight procedures;
 3. Takeoff and departure phase;
 4. In-flight manoeuvres;
 5. Instrument procedures;
 6. Landings and approaches to landings;
 7. Normal and abnormal procedures;
 8. Emergency procedures; and
 9. Post-flight procedures.
- (iv) For a rotorcraft category--helicopter class rating:
 1. Preflight preparation;
 2. Preflight procedures;
 3. Takeoff and departure phase;
 4. In-flight manoeuvres;
 5. Instrument procedures;
 6. Landings and approaches to landings;
 7. Normal and abnormal procedures;
 8. Emergency procedures; and
 9. Post-flight procedures.

IS: 2.2.6.4 FLIGHT INSTRUCTOR AREAS OF OPERATION FOR FLIGHT PROFICIENCY

- (a) *General.* An applicant for a flight instructor license shall receive and log flight and ground training from an authorised instructor, and obtain an endorsement that the applicant is proficient to pass a practical test on the following areas of operation that apply to the flight instructor rating sought.
- (b) For each category rating and class rating, as applicable—
 - (i) Fundamentals of instructing;
 - (ii) Technical subject areas;
 - (iii) Preflight preparation;
 - (iv) Preflight lesson on a manoeuvre to be performed in flight;
 - (v) Preflight procedures;
 - (vi) Airport and seaplane base operations;
 - (vii) Takeoffs, landings, and go-arounds;
 - (viii) Fundamentals of flight;
 - (ix) Performance manoeuvres;
 - (x) Ground reference manoeuvres;
 - (xi) Slow flight, stalls, and spins;
 - (xii) Basic instrument manoeuvres;
 - (xiii) Emergency operations; and
 - (xiv) Post-flight procedures; and for
- (c) Aeroplane category rating with a multiengine class rating—
 - (i) Multiengine operations.
- (d) Rotorcraft category rating with a helicopter class rating—
 - (i) Airport and heliport operations;
 - (ii) Hovering manoeuvres; and
 - (iii) Special operations.

- (e) Rotorcraft category rating with a gyroplane class rating—
 - (i) Flight at slow airspeeds.
- (f) Powered-lift category rating—
 - (i) Hovering manoeuvres; and
 - (ii) Special operations.
- (g) Glider category rating—
 - (i) Airport and gliderport operations;
 - (ii) Launches, landings, and go-arounds;
 - (iii) Performance speeds;
 - (iv) Soaring techniques; and
 - (v) Slow flight, stalls, and spins.
- (h) Instrument rating with the appropriate aircraft category and class rating—
 - (i) Air traffic control clearances and procedures;
 - (ii) Flight by reference to instruments;
 - (iii) Navigation aids; and
 - (iv) Instrument approach procedures.

IS: 2.2.6.8 FLIGHT INSTRUCTOR LIMITATIONS AND QUALIFICATIONS

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

- (a) *Hours of training.* In any 24-consecutive-hour period, a flight instructor may not conduct more than 8 hours of flight training.
- (b) *Required ratings.* A flight instructor may not conduct flight training in any aircraft for which the flight instructor does not hold—
 - (i) A pilot license and flight instructor license with the applicable category and class rating; and
 - (ii) If appropriate, a type rating.
- (c) For instrument flight training or for training for a type rating not limited to VFR, an appropriate instrument rating on his or her flight instructor license and pilot license.
- (d) *Limitations on endorsements.* A flight instructor may not endorse a—
 - (i) Student pilot's license or logbook for solo flight privileges, unless that flight instructor has—
 1. Given that student the flight training required for solo flight privileges required by this subpart;
 2. Determined that the student is prepared to conduct the flight safely under known circumstances, subject to any limitations listed in the student's logbook that the instructor considers necessary for the safety of the flight;
 3. Given that student pilot training in the make and model of aircraft or a similar make and model of aircraft in which the solo flight is to be flown; and
 4. Endorsed the student pilot's logbook for the specific make and model aircraft to be flown.
 - (ii) Student pilot's license and logbook for a solo cross-country flight, unless that flight instructor has determined that—
 1. The student's flight preparation, planning, equipment, and proposed procedures are adequate for the proposed flight under the existing conditions and within any limitations listed in the logbook that the instructor considers necessary for the safety of the flight; and
 2. The student has the appropriate solo cross-country endorsement for the make and model of aircraft to be flown.
 - (iii) Student pilot's license and logbook for solo flight in a Class B airspace area or at an airport within Class B airspace unless that flight instructor has—
 1. Given that student ground and flight training in that Class B airspace or at that airport; and
 2. Determined that the student is proficient to operate the aircraft safely.
 - (iv) Logbook of a pilot for a flight review, unless that instructor has conducted a review of that pilot in accordance with the requirements 2.1.4.6; or
 - (v) Logbook of a pilot for an instrument proficiency check, unless that instructor has tested that pilot in accordance with the requirements of 8.10.1.5.
- (e) *Training in a multiengine aeroplane, a helicopter, or a powered-lift.* A flight instructor may not give training required for the issuance of a license or rating in a multiengine aeroplane, a helicopter, or a

- powered-lift unless that flight instructor has at least 5 flight hours of PIC time in the specific make and model of multiengine aeroplane, helicopter, or powered-lift, as appropriate.
- (f) Qualifications of the flight instructor for training first-time flight instructor applicants.
- (i) No flight instructor may provide instruction to another pilot who has never held a flight instructor license unless that flight instructor—
1. Holds a current ground or flight instructor license with the appropriate rating, has held that license for at least 24 months, and has given at least 40 hours of ground training; or
 2. Holds a current ground or flight instructor license with the appropriate rating, and has given at least 100 hours of ground training in a course which has been approved by the SSCA.
 3. Meets the eligibility requirements prescribed in 2.2.6.2;
 4. For training in preparation for an aeroplane, rotorcraft, or powered-lift rating, has given at least 200 hours of flight training as a flight instructor; and
 5. For training in preparation for a glider rating, has given at least 80 hours of flight training as a flight instructor.
- (g) *Prohibition against self endorsements.* A flight instructor may not make any self-endorsement for a license, rating, flight review, authorisation, operating privilege, practical test, or knowledge test that is required by Part 2.
- (e) *Category II and Category III instructions:* A flight instructor may not give training in Category II or Category III operations unless the flight instructor has been trained and tested in Category II or Category III operations as applicable.

IS: 2.2.7.3 GROUND INSTRUCTOR PRIVILEGES

- (a) A person who holds a basic ground instructor rating is authorised to provide—
- (i) Ground training in the aeronautical knowledge areas required for the issuance of a private pilot license or associated ratings;
 - (ii) Ground training required for a private pilot flight review; and
 - (iii) A recommendation for a knowledge test required for the issuance of a private pilot license.
- (b) A person who holds an advanced ground instructor rating is authorised to provide—
- (i) Ground training in the aeronautical knowledge areas required for the issuance of any license or rating;
 - (ii) Ground training required for any flight review; and
 - (iii) A recommendation for a knowledge test required for the issuance of any license.
- (c) A person who holds an instrument ground instructor rating is authorised to provide—
- (i) Ground training in the aeronautical knowledge areas required for the issuance of an instrument rating;
 - (ii) Ground training required for an instrument proficiency check; and
 - (iii) A recommendation for a knowledge test required for the issuance of an instrument rating.
- (d) A person who holds a ground instructor license is authorised, within the limitations of the ratings on the ground instructor license, to endorse the logbook or other training record of a person to whom the holder has provided the training or recommendation specified in paragraphs (a) through (c) of this subsection.

IS: 2.3.1.9 SPECIAL PURPOSE FLIGHT ENGINEER LICENSE AND FLIGHT ENGINEER LICENSE ISSUED ON BASIS OF A FOREIGN FLIGHT ENGINEER LICENSE

- (a) Applicants shall present documentation showing that the applicant currently meets the medical standards for the foreign flight engineer or flight navigator license required by this subsection.
- (b) A Cambodia medical certificate is not evidence that the applicant meets the standards of the state of license issue unless the State which issued the applicant's foreign flight engineer accepts a Cambodia medical certificate as evidence of medical fitness for a flight engineer license.
- (c) Limitations. The SSCA may impose the following limitations on each license issued under 2.3.1.3 and 2.3.1.9:
- (i) It is valid only—
 1. For flights between foreign countries and for flights in foreign air commerce;
 2. While the license holder is employed by the person to whom the aeroplane described in the certification required by 2.3.1.3(b)(2) is leased; and

3. While the license holder is performing flight engineer or flight navigator duties on Cambodian-registered civil aeroplane as described in 2.3.1.3.
- (ii) The SSCA will ensure that each license issued under this subsection contains the following:
 1. The name of the person to whom Cambodian-registered civil aeroplane is leased.
 2. The type of aeroplane.
 3. The limitation: "Issued under, and subject to 2.3.1.3 of the [*Civil Aviation Regulations*]."
 4. The limitation: "Subject to the privileges and limitations shown on the holder's foreign flight engineer certificate, license, or authorisation."
- (iii) Any additional limitations placed on the license which the SSCA considers necessary.

IS: 2.4.4 TRANSITIONAL ARRANGEMENTS

Aircraft Maintenance Engineers

IS: 2.4.4.1 GENERAL

No person shall exercise the privileges of an aircraft maintenance engineer (AME) licence unless the person

- (a) holds an AME licence; and
- (b) exercises the privileges in accordance with the categories in the license and any ratings authorized under the SSCA approved Quality Assurance system of the organization where the license holder is employed.

IS: 2.4.4.2 APPLICABILITY

This Subpart prescribes the rules governing—

- (1) the issue of aircraft maintenance licenses; and
- (2) the method for recognition of a license issued by another ICAO contracting State; and
- (3) the privileges and limitations of those licenses.

IS: 2.4.4.3 in respect of requirements for the issuance of the license, following will apply:

- (1) Minimum age 21 years of age,
- (2) Applicant shall have completed SSCA approved basic aircraft maintenance training course, which includes technical examinations on the subjects covered by the course. Applicants shall successfully complete all the applicable examinations for the subjects concerned, conducted by the ATO in accordance with its approved procedures. As proof, the applicants shall submit a certificate or letter, issued by the ATO, attesting to the successful completion of the examinations.
- (3) Knowledge requirements:

Air law and airworthiness requirements

- i) rules and regulations relevant to an aircraft maintenance licence holder including applicable airworthiness requirements governing certification and continuing airworthiness of aircraft and approved aircraft maintenance organization and procedures. This requirement, if not part of the training course, maybe demonstrated by passing the Cambodian Air Law examination conducted by SSCA;

Natural science and aircraft general knowledge

- ii) basic mathematics; units of measurement; fundamental principles and theory of physics and chemistry applicable to aircraft maintenance;

Aircraft engineering

- iii) characteristics and applications of the materials of aircraft construction including principles of construction and functioning of aircraft structures, fastening techniques; powerplants and their

associated systems; mechanical, fluid, electrical and electronic power sources; aircraft instrument and display systems; aircraft control systems; and airborne navigation and communication systems;

Aircraft maintenance

- iv) tasks required to ensure the continuing airworthiness of an aircraft including methods and procedures for the overhaul, repair, inspection, replacement, modification or defect rectification of aircraft structures, components and systems in accordance with the methods prescribed in the relevant Maintenance Manuals and the applicable Standards of airworthiness; and

Human performance

- v) human performance relevant to aircraft maintenance.
 - (4) experience, and
 - (5) skill.

IS: 2.4.4.9 FOREIGN AME LICENCE RECOGNITION

A foreign licence holder must present the following to an SSCA airworthiness inspector:

- (a) The ability to read, write, speak, and understand the English Language.
- (b) Positive Identification (i.e. passport).
- (c) A signed and detailed original statement from their employer substantiating the specific types of maintenance performed and duration of each.
- (d) A detailed statement obtained from the foreign airworthiness authority of the country in which the experience was gained or from an advisor of the International Civil Aviation Organization that will validate the applicant's experience.
- (e) All documents presented to the inspector or advisor must be signed, dated originals, and traceable to the initiator.

IS: 2.4.6.3 AIRCRAFT MAINTENANCE ENGINEERS – RATINGS AND AUTHORIZATIONS

Aircraft type ratings for aircraft above 5700kg may be issued by the Quality Assurance Manager of the SSCA Approved Maintenance Organization or an AOC holder with an approved MCM in accordance with procedures described in approved company manuals.

1. Ratings

Ratings may be issued in the following Groups:

- (a) **Aeroplane**
 - Group 1:** Metal stressed skin unpressurised aeroplanes with fixed landing gear not exceeding 5700 kg
 - Group 2:** Metal stressed skin unpressurised aeroplanes other than Group 1:
 - Group 3:** Aeroplanes with principally wooden or tubular structure, fabric covered:
 - Group 4:** Aeroplanes constructed principally of fibre reinforced plastic (FRP) or similar material:
- (b) **Rotorcraft**
 - Group 1:** Piston-engined rotorcraft:
 - Group 2:** Turbine-engined rotorcraft:
- (c) **Powerplant**
 - Group 1:** Normally aspirated piston engines:
 - Group 2:** Turbocharged, supercharged, or radial piston engines:
- (d) **Electrical**
 - Group 1:** Electrical systems in pressurised aeroplanes with an MCTOW of 5700 kg or less and unpressurised aircraft which have as their primary source of power:
 - (i) DC generators; or
 - (ii) Starter generators; or
 - (iii) Alternators with self-contained rectifiers:
 - Group 2:** Electrical systems which have as their primary source of power:

- (i) DC generators, or starter generators, and have frequency wild alternators installed for secondary services; or
 - (ii) Constant frequency AC from alternators driven by constant speed drive units.
- (e) **Instrument**
- Group 1:** General aircraft instrument systems; basic flight instrument systems.
 - Group 2:** Autoflight and navigation systems including air data computer systems, servo driven instruments, remote gyro systems including remote reading compasses, automatic flight control systems and GPS.
- (f) **Radio**
- Group 1:** Airborne communication systems including VHF, HF, CVR, audio and ELT:
 - Group 2:** Airborne navigation systems including ADF, VOR, ILS, VLF, Omega, marker beacon, GPS and GNSS:
 - Group 3:** Airborne primary and secondary radar including weather radar, Doppler, radio altimeter, DME, transponder, and TCAS:
- (g) **Lighter than air aircraft**
- Group 1:** Hot air free balloons and hot air airships in their entirety:
 - Group 2:** Gas filled airships and their components excluding the engine and propeller or fan, or both.

2. Type ratings

Type ratings may be issued subject to the satisfactory completion of SSCA approved aircraft type course and will include the engines fitted to the aircraft.

3. Additional Privileges

- (a) The holder of a license in category aeroplane or category rotorcraft may perform or supervise and certify release to service the following maintenance if rated on the applicable aircraft type:
 - (1) the applicable inspections of aircraft with Group 1 electrical and instrument systems and Group 1, 2, and 3 radio systems which are not operated commercially;
 - (2) replacement, adjustment, and function testing of electrical and instrument components and systems performed within the aircraft (excluding compass systems) except where special test equipment is required;
 - (3) maintenance of electrical storage batteries;
 - (4) maintenance and installation of VHF and HF radio systems;
 - (5) replacement of line replaceable units;
 - (6) compass systems limited to the compensation of direct and remote reading compasses, and component changes in direct reading compass systems.
- (b) The holder of a license in category powerplant may perform or supervise and certify for release to service the following maintenance if rated on the applicable powerplant type:
 - (1) functional checks and testing of engine instruments provided no special testing equipment is required;
 - (2) replacement, adjustment and functional testing of components and systems associated with the engine provided no special test equipment is required;
 - (3) replacement of avionic line replaceable units associated with the powerplant.
- (c) The holder of a rated license in category electrical, instrument, or radio may perform or supervise, and certify for release to service the following maintenance:
 - (1) the applicable inspections of Group 1 electrical and instrument, and Group 1, 2, and 3 radio systems of aircraft which are not operated commercially;
 - (2) replacement, adjustment, and function testing of electrical and instrument components and systems (excluding compass systems) performed within the aircraft except where special test equipment is required;
 - (3) maintenance of electrical storage batteries;
 - (4) maintenance and installation of VHF and HF radio systems;

- (5) replacement of line replaceable units.
- (d) The holder of a rated license in category lighter than air aircraft may perform or supervise and certify for release to service the following maintenance:
 - (1) routine inspections
 - (2) replacement, adjustment, and function testing of electrical and instrument components and systems (excluding compass systems) except where special test equipment is required;
 - (3) repair and replacement of inter wiring and instrument plumbing;
 - (4) installation of VHF and HF radio systems: compensation and component changing of direct reading compasses.

IS: 2.5.2.3 REQUIREMENT FOR LICENSES, RATINGS, AND AUTHORISATIONS

- (a) A person is not required to hold a current and appropriate medical certificate required by 2.1.2.7(d) and 2.5.2.3 if that person—
 - (iv) Is exercising the privileges of a student pilot license while seeking a pilot license with a glider category rating or balloon class rating;
 - (v) Is piloting or providing training in a balloon;
 - (vi) Is piloting or providing training in a glider;
 - (vii) Is exercising the privileges of a flight instructor license, provided the flight instructor is not acting as PIC or as a required crewmember;
 - (viii) Is exercising the privileges of a ground instructor license;
 - (ix) Is operating an aircraft within a foreign country using a pilot license issued by that country and possesses evidence of current medical qualification for that license;
 - (x) Is operating an aircraft with a pilot license issued by the SSCA on the basis of a foreign pilot license under 2.1.2, and holds a current medical certificate issued by the country that issued the pilot license; or
 - (xi) Is taking a test or check for a license, rating, or authorisation conducted under an approved course by an ATO.