Notice of Proposed Rule Making (NPRM)

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PROPOSED NEW/AMENDMENTS TO NATIONAL REGULATIONS/STANDARDS

PHILIPPINE CIVIL AVIATION REGULATIONS PART 1

APPENDIX A: DEFINITIONS

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

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

Approved maintenance organization. An organization approved by a Contracting State, in accordance with the requirements of Annex 8, Part II, Chapter 6 – Maintenance Organization Approval, to perform maintenance of aircraft, engine, propeller or parts thereof and operating under supervision approved by that State.

Note.— Nothing in this definition is intended to preclude that the organization and its supervision be approved by more than one State.

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

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

Flight simulation training device **~~(FSTD)~~**. ~~A synthetic training device that is in compliance with the minimum requirements for FSTD qualification as described in Doc 9625.~~ Any one of the following three types of apparatus in which flight conditions are simulated on the ground:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

PHILIPPINE CIVIL AVIATION REGULATIONS PART 2

2.2.2.1

(a) Pilot Licenses

xxx

(7) remote pilot – airplane, airship, glider, rotorcraft, powered-lift or free balloon.

2.3.1.3 AUTHORITY TO ACT AS A FLIGHT CREW MEMBER OR A REMOTE FLIGHT CREW MEMBER

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

(b) xxx

(c) xxx

(d) The remote pilot license shall have been issued by this Authority of the State of the Operator of the remotely piloted aircraft system (RPAS) or by any other Contracting State and rendered valid by the Licensing Authority of the State of the Operator of the RPAS.

(e) Remote pilots shall carry their appropriate license while engaged in international air operations.

Note.— Article 29 of the Convention on International Civil Aviation requires that the flight crew members carry their appropriate licenses on board every aircraft engaged in international air navigation.

2.2.2.5 MEDICAL FITNESS

(c) Flight crew members, remote flight crew members or air traffic controllers shall not exercise the privileges of their license unless they hold a current Medical Assessment appropriate to the license.

2.2.3 VALIDITY OF LICENSES, RATINGS, AUTHORIZATIONS AND CERTIFICATES

(f) The Authority, having issued a license, shall ensure that other Contracting States are enabled to be satisfied as to the validity of the license.

Note 1. The maintenance of competency of flight crew and remote flight crew members, engaged in commercial air transport operations, may be satisfactorily established by demonstration of skill during proficiency flight checks completed in accordance with PCAR Part 8.

Note 2. Maintenance of competency may be satisfactorily recorded in the operator's records, or in the flight crew or the remote flight crew member's personal logbook or license.

Note 3. Flight crew and remote flight crew members may, to the extent deemed feasible by the State of Registry, or this Authority of the State of the operator, respectively, demonstrate their continuing competency in flight simulation training devices approved by the Authority.

Note 4. The Manual of Criteria for the Qualification of Flight Simulation Training Devices (Doc 9625) provides guidance on the approval of flight simulation training devices for upset prevention and recovery training.

Note 5.— See the Manual of Procedures for Establishment and Management of a State's Personnel Licensing System (Doc 9379) for guidance material on the development of a risk assessment process.

2.3.1.5 LIMITATION OF PRIVILEGES OF PILOTS WHO HAVE ATTAINED THEIR 60TH BIRTHDAY

(a) No person who holds a pilot license or remote pilot license issued under this Part shall serve as a pilot of an aircraft engaged in international commercial air transport (defined in Part 2.1.2) operations if upon attaining 60 years of age, or, in the case of operations with more than one pilot, their 65th birthday.
(b) No person who holds a pilot license or a remote pilot license issued under this Part shall serve as a pilot-in-command on a Philippine-registered civil aircraft engaged in commercial air transport in a multi-crew operation if that person has attained their 60th years of age unless the other pilot is younger than 60 years of age.
(c) No person who holds a pilot license or remote pilot license issued under this Part shall serve as a pilot-in-command or as a co-pilot on a Philippine-registered civil aircraft engaged in domestic commercial air transport if that person has attained 67th years of age.

2.3.2.1 GENERAL

(a) xxx
(b) xxx
(c) xxx
(d) For the purpose of training, testing or specific special purpose non-revenue, ~~nonpassenger~~ ~~carrying~~ flights, special Authorization may be provided in writing to the pilot or remote pilot license holder by the Authority in place of issuing the class or type rating in accordance with 2.13.2.5 (a). This Authorization shall be limited in validity to the time needed to complete the specific flight.

2.3.3.15 RPAS INSTRUCTOR RATING

(a) Knowledge

(1) The applicant shall demonstrate the ability to effectively assess trainees against the adapted competency model used in the approved training program.
(2) The applicant shall successfully complete the training and meet the qualifications of an approved training organization appropriate to the delivery of competency-based training program.
(3) The RPAS instructor training program shall focus on the development of competence in the following specific areas:

(i) the adapted competency model of the remote pilot training program according to the defined grading system used by the RPAS operator or approved training organization;
(ii) in accordance with the assessment and grading system of the RPAS operator or approved training organization, making assessments by observing behaviors;

gathering objective evidence regarding the observable behaviors of the adapted competency model used;

(iii) recognizing and highlighting performance that meets competency standards;

(iv) determining root causes for deviations below the expected standards of performance; and

(v) identifying situations that could result in unacceptable reductions in safety margins.

(4) The applicant shall have met the competency requirements for the issue of a remote pilot license as appropriate to the category of RPA and associated RPS.

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

(i) techniques of applied instruction;

(ii) assessment of student performance in those subjects in which ground instruction is given;

(iii) the learning process;

(iv) elements of effective teaching;

(v) competency-based training principles, including student assessments;

(vi) evaluation of the training program effectiveness;

(vii) lesson planning;

(viii) classroom instruction techniques;

(ix) use of training aids, including flight simulation training devices as appropriate;

(x) analysis and correction of student errors;

(xi) human performance relevant to RPAS, instrument flight and remote pilot license training, including principles of threat and error management; and

(xii) hazards involved in simulating system failures and malfunctions in the aircraft.

(b) Skill

(1) The applicant shall have successfully performed a formal competency assessment, prior to conducting instruction and assessment within a competency-based training program.

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

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

(c) Experience

(1) The applicant shall have met the requirements for the issue of a remote pilot license, shall maintain competencies, and meet the recent experience requirements for the license.
(2) The applicant shall have sufficient training and experience to attain the required level of proficiency in all of the required tasks, maneuvers, operations and principles, and methods of instruction relevant to this Part.

(d) Remote Pilot License Training. The applicant shall, under the supervision of an RPAS instructor authorized by the Authority for that purpose:

(1) have received training in RPAS instructional techniques including demonstration, student practices, recognition, and correction of common student errors; and
(2) have practiced instructional techniques in those flight maneuvers and procedures in which it is intended to provide remote pilot license training.

(e) Privileges.

(1) Subject to compliance with the requirements specified in this Part, the privileges of the holder of an RPAS instructor rating shall be:

(i) to supervise solo flights by student remote pilots; and
(ii) to carry out remote pilot license training for the issue of a remote pilot license and an RPAS instructor rating provided that the RPAS instructor;

(A) holds at least the remote pilot license and rating for which instruction is being given, in the appropriate RPA category and associated RPS;
(B) holds the remote pilot license and rating for which instruction is being given, in the appropriate RPA category and associated RPS; and
(C) has the RPAS instructor privileges granted endorsed on the remote pilot license.

(2) The applicant, in order to carry out remote pilot license training in a multi-crew operational environment, shall have also met all the instructor qualification requirements.

2.6.2.8 PRIVILEGES AND LIMITATIONS

XXX

(g) The privileges of the holder of an aviation maintenance license specified in this Part shall be exercised only in respect of such:

(1) RPA or RPS as are entered on the license either specifically or under broad categories; or

(2) RPAS and associated C2 Link as are entered on the licence either specifically or under broad categories after appropriate knowledge and practical training on maintenance of the RPAS and associated C2 Link system.

(h) When the Authority authorizes an approved maintenance organization to appoint non licensed personnel to exercise the privileges of this Part, the person appointed shall meet the requirements specified in 2.6.2.

2.7.4 AIR TRAFFIC CONTROLLER CATEGORIES/RATINGS

xxx

(b) Knowledge. The applicant shall have demonstrated a level of knowledge appropriate to the holder of an air traffic controller license in at least the following subjects:

(1) Air law: rules and regulations relevant to the air traffic controller;
(2) Air traffic control equipment: principles, use and limitations of equipment used in air traffic control;
(3) General knowledge: principles of flight; principles of operation and functioning of aircraft and RPAS engines and systems; aircraft performance relevant to air traffic control operations;

2.10.1.8 MEDICAL CERTIFICATES

xxx

(c) Validity:

(1) The validity period of the medical certificate is:

xxx

(iv) 48 months for the remote pilot license – airplane, airship, glider, rotorcraft, powered- lift or free balloon.

xxx

(4) When the holders of private pilot licenses – airplane, airship, helicopter and powered-lift, remote pilot licenses – airplane, airship, glider, rotorcraft, powered-lift or free balloon, free balloon pilot licenses, glider pilot licenses and air traffic controller licenses have passed their 40th birthday, the period of validity specified in this Part shall be reduced to 24 months

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

(5) When the holders of private pilot licenses – airplane, airship, helicopter and powered-lift, remote pilot licenses — airplane, airship, glider, rotorcraft, powered-lift or free balloon, free balloon pilot licenses, glider pilot licenses and air traffic controller licenses have passed their 50th birthday, the period of validity specified in this Part should be further reduced to 12 months.

2.10.1.5 SPECIAL CIRCUMSTANCES

(a) xxx
(b) xxx
(c) Circumstances in which medical examination may be deferred. The prescribed re-examination of a license holder operating in an area distant from designated medical examination facilities may be deferred at the discretion of the Licensing Authority, provided that such deferment shall only be made as an exception and shall not exceed:

(1) single period of six months in the case of a flight crew member of an aircraft engaged in non-commercial operations;

(2) two consecutive periods each of three months in the case of a flight crew member of an aircraft engaged in commercial operations provided that in each case a favorable medical report is obtained after examination by a designated medical examiner of the area concerned, or, in cases where such a designated medical examiner is not available, by a physician legally qualified to practice medicine in that area. A report of the medical examination shall be sent to the Authority where the license was issued;

(3) in the case of a private pilot, a single period not exceeding 24 months where the medical examination is carried out by an examiner designated under this Part by the Contracting State in which the applicant is temporarily located. A report of the medical examination shall be sent to the Authority where the license was issued;

(4) two consecutive period each of three months in the case of a remote flight crew member.

2.10.2.4.1 CERTIFICATE ISSUE AND RENEWAL

(a) An applicant for an Air Traffic Controller license, Remote Pilot and Air Traffic Safety Electronic Personnel license shall undergo an initial medical examination for the issue of a Class 3 Medical Certificate.
(b) Except where otherwise stated in this subpart, holders of an Air Traffic Controller license, Remote Pilot and Air Traffic Safety Electronic Personnel license shall have their Class 3

Medical Certificate renewed at intervals not exceeding those specified in Subpart 2.10.1.8 (c).

(c) xxx

2.10.2.4.3 VISUAL REQUIREMENTS

(g) xxx

Note 2. Any applicant who needs near correction to meet this requirement will require "Look-over", bifocal or perhaps multifocal lenses in order to read radar screens, visual displays and written or printed material, ~~and a chart or manual held in the hand,~~ and to make use of distant vision, through the ~~windscreen~~, windows, without removing the lenses. Single-vision near correction (full lenses of one power only, appropriate for reading) significantly reduces distant visual acuity and is therefore not acceptable.

Note 3. Whenever there is a requirement to obtain or renew correcting lenses, an applicant is expected to advise the refractionist of reading distances for the air traffic control or remote pilot duties ~~visual flight deck tasks relevant to the types of aircraft in which~~ the applicant is likely to ~~function.~~ perform.

2.10.2.4.4 HEARING REQUIREMENTS

(a) xxx

(1) the applicant has a normal hearing performance ~~in each ear separately equivalent to that of a normal person,~~ against a background noise that ~~will simulate~~ reproduces or stimulates ~~the~~ that experienced in a typical air traffic control or remote pilot working environment; and

(2) xxx

2.2.6.1 APPROVED TRAINING

xxx

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

2.13 REMOTE PILOT LICENSE AND RATINGS

2.13.1 REMOTE PILOT LICENSE – LOCAL

2.13.2 REMOTE PILOT LICENSE – INTERNATIONAL

2.13.2.1 GENERAL RULES CONCERNING REMOTE PILOT LICENSES AND RATINGS

Note. The provisions of this Part are for international instrument flight rules (IFR) operations of remotely piloted aircraft systems (RPAS).

2.13.2.2 GENERAL LICENSING SPECIFICATIONS

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

(1) airplane
(2) airship
(3) glider
(4) rotorcraft
(5) powered-lift
(6) free balloon

(b) The category of remotely piloted aircraft (RPA) shall be endorsed as a category rating on the remote pilot license.

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

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

2.13.2.3 CATEGORY RATINGS

(a) When established, category ratings shall be for categories of RPA listed in 2.13.2.2 (a).

(b) The holder of a remote pilot license seeking additional category ratings to be added to the existing license shall meet the requirements of this Part regarding RPAS appropriate to the privileges for which the category rating is sought.

2.13.2.4 CLASS AND TYPE RATINGS

(a) A class rating shall be established for RPA and associated RPS certificated for single-remote pilot operation which have comparable handling, performance, and characteristics unless a type rating is considered necessary by the Authority.

(b) A type rating shall be established for RPA and associated RPS certificated for operation with a minimum crew of at least two remote pilots or when considered necessary by the Authority.

Note. Where a common type rating is established, it will be only for RPA with similar characteristics in terms of operating procedures, systems and handling.

(c) When an applicant demonstrates competencies for the initial issue of a remote pilot license, the category and the ratings appropriate to the class or type of RPA and associated RPS used in the demonstration shall be entered on that remote pilot license.

(d) The levels of performance to be achieved to operate the class or type of remotely piloted aircraft for which the ratings are issued shall be publicly available.

2.13.2.5 CIRCUMSTANCES IN WHICH CLASS AND TYPE RATINGS ARE REQUIRED

(a) The Authority having issued a remote pilot license shall not permit the holder of such remote pilot license to act either as remote pilot-in-command or as remote co-pilot of an RPA and associated RPS unless the holder has received authorization as follows:

(1) the appropriate class rating specified in 2.13.2.4 (a); or
(2) a type rating when required in accordance with the provisions of 2.13.2.4 (b).

(i) When a type rating is issued limiting the privileges to act as remote co-pilot, or limiting the privileges to act as remote pilot only during the cruise phase of the flight, such limitation shall be endorsed on the rating.
(ii) When a class rating is issued limiting the privileges to act as remote pilot only during the cruise phase of the flight, such limitation shall be endorsed on the rating.

2.13.2.6 REQUIREMENTS FOR THE ISSUE OF CLASS AND TYPE RATINGS.

(a) Class rating. The applicant shall have demonstrated the competencies required for the safe operations of an RPA of the class for which the rating is sought.

(b) Type rating as required by 2.13.2.4 (b). The applicant shall have:

(1) gained, under appropriate supervision, experience in the applicable type of RPA and associated RPS and/or flight simulation training device (FSTD) in the following:

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

(ii) abnormal and emergency procedures and maneuvers in the event of failures and malfunctions of equipment, such as engine, C2 Link, systems and airframe;

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

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

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

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

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

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

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

Note. Attention is on the qualifications required for remote pilots giving RPAS training.

(2) demonstrated the competencies required for the safe operation of the applicable type of RPA and associated RPS and demonstrated C2 Link management skills, relevant to the duties of a remote pilot-in-command or a remote co-pilot as applicable.

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

2.13.2.7 USE OF A FLIGHT SIMULATION TRAINING DEVICE FOR ACQUISITION OF EXPERIENCE AND DEMONSTRATION OF COMPETENCIES

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

2.13.2.8 CIRCUMSTANCES IN WHICH AUTHORIZATION TO CONDUCT REMOTE PILOT LICENSE TRAINING IS REQUIRED

(a) The Authority having issued a remote pilot license, shall not permit the holder thereof to carry out remote pilot license training required for the issue of a remote pilot license or rating, unless such holder has received proper authorization from the Authority. Proper authorization shall comprise:

(1) an RPAS instructor rating on the holder's remote pilot license; or
(2) the authority to act as an agent of an approved training organization authorized by the Authority to carry out remote pilot license training; or
(3) a specific authorization granted by the Authority which issued the remote pilot license.

(b) The Authority shall not permit a person to carry out remote pilot license training on a flight simulation training device required for the issue of a remote pilot license or rating unless such person holds or has held an appropriate remote pilot license or has appropriate RPAS training and flight experience and has received proper authorization from the Authority.

2.13.2.9 CREDITING OF RPAS FLIGHT TIME

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

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

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

(d) The holder of a remote pilot license, when acting as remote co-pilot of an RPA certificated for operation by a single remote pilot but required by the Authority to be operated with a remote co-pilot, shall be entitled to be credited with not more than 50 percent of the remote co-pilot RPAS flight time towards the total RPAS flight time required for a remote pilot-in-command upgrade. The Authority may authorize that RPAS flight time be credited in full towards the total RPAS flight time required if the RPAS is equipped to be operated by a remote co-pilot and is operated in a multi-crew operation.

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

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

(g) When applying for a new rating, the holder of a remote pilot license shall be entitled to be credited with RPAS flight time experience as a remote pilot of RPA. The Authority shall determine whether such experience is acceptable and, if so, the extent to which the experience requirements for the issue of a rating can be reduced accordingly.

Note. The total RPAS flight time required is derived from the approved competency-based training program.

2.13.2.10 STUDENT REMOTE PILOT

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

(b) A student remote pilot shall not fly an RPA solo unless under the supervision of, or with the authority of, an authorized RPAS instructor.

(c) Medical Fitness.

(1) The Authority shall not permit a student remote pilot to fly an RPA solo unless he/she holds a current Class 3 or a current Class 1 Medical Assessment.

Note. A class 1 medical assessment may be essential for a particular individual based on their work environment and responsibilities in the context of a specific RPAS application.

2.13.2.11 GENERAL REQUIREMENTS FOR THE ISSUE OF REMOTE PILOT LICENSE

Note. The provisions of this Part are for international instrument flight rules (IFR) operations of remotely piloted aircraft systems (RPAS).

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

(b) Knowledge. The applicant shall demonstrate a level of knowledge appropriate to the privileges granted to the holder of a remote pilot license and appropriate to the category

of RPA and associated RPS intended to be included in the remote pilot license, in at least the following subjects:

(1) Air Law

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

(2) General RPAS knowledge

(i) principles of operation and the functioning of engines, systems and instruments;
(ii) operating limitations of the relevant category of RPA and engines; relevant operational information from the flight manual or other appropriate document;
(iii) use and serviceability checks of equipment and systems of appropriate RPA;
(iv) maintenance procedures for airframes, systems and engines of appropriate RPA;
(v) for rotorcraft and powered-lifts, transmission (power trains) where applicable;
(vi) use, limitation and serviceability of avionics, electronic devices and instruments necessary for the control and navigation of an RPA under IFR and in instrument meteorological conditions;
(vii) flight instruments; gyroscopic instruments, operational limits and precession effects; practices and procedures in the event of malfunctions of various flight instruments;
(viii) for airships, physical properties and practical application of gases;

(3) RPS General knowledge

(i) Principles of operation and function of systems and instruments;
(ii) use and serviceability checks of equipment and systems of appropriate RPS;
(iii) procedures in the event of malfunctions.

(4) C2 Link General knowledge

(i) different types of C2 Links and their operating characteristics and limitations;
(ii) use and serviceability checks of C2 Link systems;
(iii) procedures in the event of C2 Link malfunctions.

(5) Detect and avoid capabilities for RPAS
(6) Flight performance, planning and loading

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

(ii) use of practical application of take-off, landing and other performance data;
(iii) pre-flight and en-route flight planning appropriate to RPAS operations under IFR; preparation and submission of air traffic services flight plans under IFR; appropriate air traffic services procedures; altimeter setting procedures;
(iv) in the case of airships, rotorcraft and powered-lifts, effects of external loading on handling;

(7) Human Performance

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

(8) Meteorology

(i) interpretation and application of aeronautical meteorological reports, charts and forecasts; use of, and procedures for obtaining, meteorological information, pre-flight and in-flight; altimetry;
(ii) aeronautical meteorology; climatology of relevant areas with respect to the elements having an effect on aviation; the movement of pressure systems, the structure of fronts, and the origin and characteristics of significant weather phenomena which affect take-off, en-route and landing conditions;
(iii) causes, recognition and effects of icing; frontal zone penetration procedures; hazardous weather avoidance;
(iv) in the case of rotorcraft and powered-lifts, effects of rotor icing;
(v) in the case of high altitude operations, practical high altitude meteorology, including interpretation and use of weather reports, charts and forecasts; jetstreams;

(9) Navigation

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

(10) Operational Procedures

(i) application of threat and error management to operational performance;

Note. Guidance material on the application of threat and error management is found in the Procedures for Air Navigation Services — Training (PANS-TRG, Doc 9868) and in the Human Factors Training Manual (Doc 9683).

(ii) interpretation and use of aeronautical documentation such as AIP, NOTAM, aeronautical codes and abbreviations and instrument procedure charts for departure, en-route, descent and approach;
(iii) altimeter setting procedures;
(iv) appropriate precautionary and emergency procedures; safety practices associated with flight under IFR; obstacle clearance criteria;
(v) operational procedures for carriage of freight; potential hazards associated with dangerous goods and their management;
(vi) requirements and practices for safety briefings to remote flight crew members;
(vii) in the case of rotorcraft, and if applicable, powered-lifts, settling with power; ground resonance; retreating blade stall; dynamic rollover and other operating hazards; safety procedures, associated with flight in visual meteorological conditions (VMC);
(viii) operational procedures for handovers and coordination;
(ix) operational procedures for normal and abnormal C2 Link operations;

(11) Principles of flight
(12) Radiotelephony

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

(c) Skill.

(1) The applicant shall have demonstrated all the competencies of the adapted competency model approved by the Authority at the level required, to act as remote pilot-in-command of an RPAS operation within the appropriate category of RPA and associated RPS.

Note. Guidance material on the ICAO competency framework and on the methodology to adapt the ICAO competency framework for remote pilots and develop the related competency-based training program is found in the Procedures for Air Navigation Services — Training (PANS-TRG, Doc 9868).

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

(d) Medical Fitness. The applicant shall hold a current Class 3 Medical Assessment or a current Class 1 Medical Assessment.

Note: A Class 1 Medical Assessment may be essential for a particular individual based on their work environment and responsibilities in the context of a specific RPAS application.

(e) Experience. The applicant shall have gained experience during training in operating the RPA and associated RPS to successfully demonstrate the competencies required in this Part.

(f) Remote pilot license training.

(1) In order to meet the requirements of the remote pilot license, the applicant shall have completed an approved training course. The training shall be competency-based and, if applicable, conducted in a multi-crew operational environment.
(2) During the training, the applicant shall have acquired the competencies and underpinning skills required for performing as a remote pilot of an RPA certificated for operation under IFR.
(3) The applicant shall have received dual remote pilot license training in an RPA and associated RPS, sought from an authorized RPAS instructor. The RPAS instructor shall ensure that the applicant has operational experience in all phases of flight and the entire operating envelope of an RPAS, including abnormal and emergency conditions, upset prevention and recovery training for the categories concerned, as well as IFR operations.
(4) If the privileges of the remote pilot are to be exercised on a multi-engined RPA, the applicant shall have received dual instrument remote pilot license training in a multi-engined RPA within the appropriate category from an authorized RPAS instructor. The RPAS instructor shall ensure that the applicant has operational experience in the operation of the RPA within the appropriate category with engines inoperative or simulated inoperative.

2.13.2.12 PRIVILEGES OF THE HOLDER OF THE REMOTE PILOT LICENSE AND THE CONDITIONS TO BE OBSERVED IN EXERCISING SUCH PRIVILEGE

(a) Subject to compliance with the requirements specified in this Part, the privileges of the holder of a remote pilot license shall be:

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

(4) to act either as remote pilot-in-command or as remote co-pilot of an RPAS under IFR.

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

Note. Certain privileges of the remote pilot license are curtailed for remote pilot license holders when they attain their 60th and 65th birthdays.

"End of Text"

The text of the new/amendments is arranged to show deleted text with a line through it and new text highlighted with grey shading, as shown below:

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INSTRUCTION

a. This form can be accomplished through handwritten or computerized.

ITEM	DESCRIPTION
Notice No.	Indicate the Notice No. staring with number 1 then followed by the year issued.
Issue Date.	Indicate the date of uploading in the CAAP official website.
Publication Date.	Indicate the date of the proposed publication date.
Expiry Date.	Indicate the deadline of submission of comments.
Related Re.	Indicate the related regulations/standards affected by the new/amendments.
Status	Indicate whether new issue or amendment to the regulations/standards.
Issuing Office	Indicate the name of the issuing office.
Text	Indicate the text of the new/amendments is arranged to show deleted text with a line through it and new text highlighted with grey shading.