

# **Singapore Air Safety Publication Part 2 Licensing of Professional Pilots**

Publication of the  
Civil Aviation Authority of Singapore  
Singapore Changi Airport  
P.O.Box 1, Singapore 918141

*Copies of this document may be obtained from  
the CAAS website at [www.caas.gov.sg](http://www.caas.gov.sg)*

## **FOREWORD**

Pursuant to paragraph 20(14) of the Air Navigation Order, this Singapore Air Safety Publication (SASP) contains the requirements for the grant and renewal of flight crew licences under paragraph 20(1) of the Air Navigation Order (ANO). Any person applying for or holding a licence granted or renewed under the ANO shall comply with these requirements and all amendments which may be made from time to time. Paragraph 2 of the ANO and SASP Part D contains the definitions of some terms used in this document, to facilitate the interpretation of the requirements in this SASP.

2 Failure to comply with any of these requirements may result in suspension or the revocation of the licence and may also lead to the penalties as provided under the Thirteenth Schedule of the ANO.

3 Starting from Issue 6 of SASP Part 2, amendment to SASP Part 2 will be notified through Notice of Amendment (NOA) and shall take effect from the date stipulated in the NOAs.

## AMENDMENTS

The space below is provided to keep a record of such amendments.

## RECORD OF AMENDMENTS AND CORRIGENDA

[illegible]

## LIST OF EFFECTIVE PAGES

Page Reference	Amendment No.	Date
General-1	8	20 Jan 2025
General-2	8	20 Jan 2025
General-3	8	20 Jan 2025
General-4	8	20 Jan 2025
General-5	7	7 Dec 2021
General-6	7	7 Dec 2021
General-7	7	7 Dec 2021
General-8	-	26 Jan 2015
Chapter 1-1	1	9 Oct 2018
Chapter 1-2	7	7 Dec 2021
Chapter 1-3	-	26 Jan 2015
Chapter 1-4	-	26 Jan 2015
Chapter 1-5	1	9 Oct 2018
Chapter 2-1	1	9 Oct 2018
Chapter 2-2	-	26 Jan 2015
Chapter 2-3	-	26 Jan 2015
Chapter 2-4	-	26 Jan 2015
Chapter 3-1	6	12 May 2021
Chapter 3-2	6	12 May 2021
Chapter 3-3	6	12 May 2021
Chapter 3-4	6	12 May 2021
Chapter 4-1	7	7 Dec 2021
Chapter 4-2	7	7 Dec 2021
Chapter 4-3	7	7 Dec 2021

Page Reference	Amendment No.	Date
Chapter 4-4	7	7 Dec 2021
Chapter 4-5	7	7 Dec 2021
Chapter 4-6	7	7 Dec 2021
Chapter 5-1	7	7 Dec 2021
Chapter 5-2	7	7 Dec 2021
Chapter 6-1	7	7 Dec 2021
Chapter 6-2	7	7 Dec 2021
Chapter 6-3	7	7 Dec 2021
Chapter 6-4	7	7 Dec 2021
Chapter 6-5	7	7 Dec 2021
Chapter 7-1	7	7 Dec 2021
Chapter 7-2	7	7 Dec 2021
Chapter 7-3	7	7 Dec 2021
Chapter 8-1	7	7 Dec 2021
Chapter 8-2	7	7 Dec 2021
Chapter 9-1	-	26 Jan 2015
Chapter 9-2	-	26 Jan 2015
Chapter 9-3	-	26 Jan 2015
Chapter 9-4	-	26 Jan 2015
Chapter 10-1	8	20 Jan 2025
Chapter 10-2	8	20 Jan 2025
Chapter 10-3	8	20 Jan 2025

Page Reference	Amendment No.	Date
Chapter 11-1	7	7 Dec 2021
Chapter 11-2	7	7 Dec 2021
Chapter 11-3	7	7 Dec 2021
Chapter 11-4	7	7 Dec 2021
Chapter 11-5	7	7 Dec 2021
Chapter 11-6	7	7 Dec 2021
Chapter 11-7	7	7 Dec 2021
Chapter 11-8	7	7 Dec 2021
Chapter 11-9	7	7 Dec 2021
Chapter 12-1	7	7 Dec 2021

Page Reference	Amendment No.	Date
Appendix A-1	-	26 Jan 2015
Appendix A-2	-	26 Jan 2015
Appendix A-3	-	26 Jan 2015
Appendix A-4	-	26 Jan 2015
Appendix A-5	-	26 Jan 2015
Appendix A-6	-	26 Jan 2015
Appendix B-1	8	20 Jan 2025
Appendix B-2	8	20 Jan 2025
Appendix B-3	8	20 Jan 2025
Appendix B-4	8	20 Jan 2025

## **CONTENTS**

<b>GENERAL</b>	<b>FOREWORD</b> <b>AMENDMENTS</b> <b>LIST OF EFFECTIVE PAGES</b> <b>CONTENTS</b>
<b>CHAPTER 1</b>	<b>GENERAL INFORMATION</b> INTRODUCTION REQUIREMENTS FOR THE ISSUE OF LICENCES AIRCRAFT TO BE USED FOR FLIGHT TRAINING AND FLIGHT TESTS PRIVILEGES OF PROFESSIONAL PILOT LICENCES AND RATINGS
<b>CHAPTER 2</b>	<b>MEDICAL PROCEDURES (ADMINISTRATION)</b> LICENSING MEDICAL EXAMINATION (LME) THE CIVIL AVIATION MEDICAL BOARD (CAMB) DESIGNATED MEDICAL EXAMINERS (DMEs) TIMELY REVALIDATION OF MEDICAL CERTIFICATE MEDICAL STANDARDS NOT MET PAYMENT OF CHARGES
<b>CHAPTER 3</b>	<b>GROUND EXAMINATIONS</b> INTRODUCTION EXAMINATION SUBJECTS PASS STANDARDS VALIDITY PERIOD OF EXAMINATIONS RESULTS
<b>CHAPTER 4</b>	<b>FLYING EXPERIENCE REQUIREMENTS</b> COMMERCIAL PILOT LICENCE (AEROPLANES) COMMERCIAL PILOT LICENCE (AEROPLANES) WITH INSTRUMENT RATING MULTI-CREW PILOT LICENCE (AEROPLANES) AIRLINE TRANSPORT PILOT LICENCE (AEROPLANES) COMMERCIAL PILOT LICENCE (HELICOPTERS) AIRLINE TRANSPORT PILOT LICENCE (HELICOPTERS) FLIGHT INSTRUCTION AND SKILLS REQUIREMENT
<b>CHAPTER 5</b>	<b>THE GENERAL FLIGHT TEST</b> THE GENERAL FLIGHT TEST GENERAL FLIGHT TEST PASS CONDITIONS GENERAL FLIGHT TEST ARRANGEMENTS

<b>CHAPTER 6</b>	<b>THE AIRCRAFT RATING REQUIREMENTS</b> INTRODUCTION THE AIRCRAFT RATING TEST ENDORSEMENT FOR MIXED FLEET FLYING OPERATION CERTIFICATE OF TEST (C OF T) AND CERTIFICATE OF EXPERIENCE (C OF E) MANDATORY MULTI-ENGINES CONVERSION TRAINING (AEROPLANES) THE AIRCRAFT RATING REQUIREMENTS - CPL A) THE AIRCRAFT RATING REQUIREMENTS - MPL(A) THE AIRCRAFT RATING REQUIREMENTS - ATPL (A) THE AIRCRAFT RATING REQUIREMENTS - CPL(H) THE AIRCRAFT RATING REQUIREMENTS - ATPL(H)
<b>CHAPTER 7</b>	<b>THE INSTRUMENT RATING</b> INSTRUMENT RATING PRIVILEGES INSTRUMENT RATING QUALIFICATION REQUIREMENTS RENEWAL OF THE INSTRUMENT RATING
<b>CHAPTER 8</b>	<b>RESERVED</b>
<b>CHAPTER 9</b>	<b>VALIDATION OF A FOREIGN PILOT LICENCE</b> APPLICABILITY PREREQUISITES PURPOSE OF VALIDATION AND CORRESPONDING PREREQUISITES VALIDITY OF THE CERTIFICATE OF VALIDATION CONDITIONS AND LIMITATIONS REAPPLICATION FOR THE CERTIFICATE OF VALIDATION
<b>CHAPTER 10</b>	<b>REQUIREMENTS FOR THE RENEWAL OF AN AIRCRAFT RATING</b> RENEWAL OF AN AIRCRAFT RATING



<b>CHAPTER 11</b>	<b>CONVERSION OF A FOREIGN PROFESSIONAL PILOT LICENCE</b> APPLICABILITY PREREQUISITES FLYING EXPERIENCE REQUIREMENTS ADDITIONAL CONVERSION REQUIREMENTS
<b>CHAPTER 12</b>	<b>SPECIAL LICENSING REQUIREMENTS FOR RSAF MILITARY PILOTS</b> <b>APPLICATION</b>  APPLICATION RECOGNITION OF MILITARY QUALIFICATIONS REQUIREMENT FOR APPROVED TRAINING
<b>APPENDIX A</b>	<b>FLIGHT INSTRUCTIONS AND SKILLS REQUIREMENTS FOR THE ISSUE OF CPL AND ATPL</b>
<b>APPENDIX B</b>	<b>RECORDING AND CREDITING OF FLIGHT TIME</b>

INTENTIONALLY  
LEFT BLANK

## CHAPTER 1      GENERAL INFORMATION

### INTRODUCTION

- 1        The ANO provides for the issue of a pilot licence and its associated ratings for a person to act as pilot of a Singapore registered aircraft.
- 2        The DGCA may grant these licences and ratings subject to being satisfied that the applicant is a fit person to hold the licence or rating and is appropriately qualified to act in the capacity to which the licence relates.
- 3        The privileges attached to each licence and rating, are set out in the ANO for the time being in force.

### REQUIREMENTS FOR THE ISSUE OF LICENCES

#### 4        **Age and Validity**

- (a)      The age limit and maximum period of validity for all classes of professional pilot licences are specified in paragraph 20 and the Eighth Schedule of the ANO.
- (b)      – *deleted* -
- (c)      – *deleted* -
- (d)      – *deleted* -

#### **Recognition of Flying Experience**

- 5        Throughout this publication, where flying experience logged in the capacity as Pilot-in-command under supervision (PIC U/S) is required, Pilot-in-command (PIC) hours may be recognised.

#### **Medical Standards**

- 6        An applicant, whether ab initio or requiring an abridged course, will not be accepted for training for an approved Multi-crew Pilot Licence or Commercial Pilot Licence course unless he satisfies the medical requirements set out in the ANO and the SASP Part 9 by passing a medical examination for the appropriate licence sought and has been assessed as fit by the Civil Aviation Medical Board (CAMB).
- 7        The applicant for a MPL (Aeroplanes), CPL (Aeroplanes), CPL (Helicopters), ATPL (Aeroplanes) and ATPL (Helicopters) must pass the Class 1 Medical Examination as specified in the Fourteenth Schedule of the ANO.

## **Language Proficiency Requirements**

- 8.1 An applicant shall demonstrate the ability to speak and understand English language used for radio-telephony communications.
- 8.2 A professional pilot licence shall not be valid unless the holder has been certified to at least the Operational Level (Level 4) of the ICAO Language Proficiency Rating Scale.
- 8.3 A professional pilot licence holder who demonstrates language proficiency below the Expert Level (Level 6) shall be evaluated at the following intervals:
  - (a) those demonstrating language proficiency at the Operational Level (Level 4) shall be evaluated at least once every three years; and
  - (b) those demonstrating language proficiency at the Extended Level (Level 5) shall be evaluated at least once every six years.
- 8.4 The evaluation and certification of language proficiency shall be performed only by persons authorised by or otherwise acceptable to the DGCA.

## **AIRCRAFT TO BE USED FOR FLIGHT TRAINING AND FLIGHT TESTS**

- 9.1 All flying training and flight tests shall be carried out in a Singapore registered aircraft or a DGCA approved flight simulation training device where applicable.
- 9.2 Notwithstanding paragraph 9.1, an applicant enrolled in an approved Aviation Training Organisation (ATO) located outside Singapore, or who is undergoing navigation training, may carry out the required flying training and flight tests in a non-Singapore registered aircraft that is acceptable to the DGCA.

## **PRIVILEGES OF PROFESSIONAL PILOT LICENCES AND RATINGS**

### **Commercial Pilot Licence (Aeroplanes)**

- 10 In addition to the privileges for the Private Pilot Licence (Aeroplanes) which includes a Night Rating (Aeroplanes), the holder of a Commercial Pilot Licence shall be entitled to fly as —
  - (a) pilot-in-command of any aeroplane certificated for single pilot operation and which is of a type specified in Part I of the aircraft rating included in the licence, when the aeroplane is engaged in a flight for the purpose of public transport or aerial work:  
  
Provided that —
    - (i) he shall not, unless his licence includes an Instrument Rating (Aeroplanes), fly such an aeroplane on any scheduled journey;
    - (ii) he shall not fly such an aeroplane at night unless an Instrument Rating (Aeroplanes) is included in his licence or he has within the immediately

preceding 12 months carried out as pilot-in-command not less than 5 take-offs and 5 landings at a time when the depression of the centre of the sun is not less than 12 degrees below the horizon;

- (iii) he shall not, unless his licence includes an Instrument rating (Aeroplanes), fly any such aeroplane of which the maximum total weight authorised exceeds 2,300 kg on any flight for the purpose of public transport except a flight beginning and ending at the same aerodrome and not extending beyond 25 nautical miles from that aerodrome;
- (b) co-pilot of any aeroplane of a type specified in Parts I and II of such aircraft rating when the aeroplane is engaged in a flight for the purpose of public transport or aerial work.

#### **Multi-crew Pilot Licence (Aeroplanes)**

11 The licence-

- (a) shall entitle the holder to exercise the privileges of a Private Pilot's Licence (Aeroplanes) which includes a night rating (aeroplanes);
- (b) shall entitle the holder to exercise the privileges of Instrument Rating (aeroplanes); and
- (c) shall entitle the holder to fly as a co-pilot of any aeroplane required to be operated with a co-pilot and which is of a type specified in Part II of the aircraft rating included in the licence, when the aeroplane is engaged in a flight for the purpose of public transport or aerial work.

Provided that he shall not, unless he has demonstrated an ability to act as pilot-in-command in a single-pilot operation exercised solely by reference to instruments, exercise the privileges of an Instrument Rating (Aeroplanes) in a single-pilot operation in aeroplanes.

#### **Airline Transport Pilot Licence (Aeroplanes)**

12 In addition to the privileges given above for the Commercial Pilot Licence (Aeroplanes) which includes an Instrument Rating (Aeroplanes) the holder of an Airline Transport Pilot Licence shall be entitled to fly as —

- (a) pilot-in-command of any aeroplane of a type specified in Part I of the aircraft rating included in the licence when the aeroplane is engaged in a flight for the purpose of public transport or aerial work
- (b) co-pilot of any aeroplane of a type specified in Part I or Part II of such aircraft rating when the aeroplane is engaged in a flight for the purpose of public transport or aerial work.

### **Commercial Pilot Licence (Helicopters)**

13 In addition to the privileges given for the Private Pilot Licence (Helicopters) which includes a night rating (helicopters), the holder of a Commercial Pilot Licence shall be entitled to fly as

- (a) pilot-in-command of any helicopter certificated for single pilot operation and which is of a type specified in Part I of the aircraft rating included in the licence when the helicopter is engaged in a flight for any purpose whatsoever:

Provided that —

- (i) he shall not, unless his licence includes an Instrument Rating (helicopters) fly such a helicopter on any scheduled journey or on any flight for the purpose of public transport in Instrument Meteorological Conditions;
  - (ii) he shall not fly such a helicopter at night unless his licence includes an Instrument Rating (Helicopters) or he has within the immediately preceding 12 months carried out as pilot-in-command not less than 5 flights, each consisting of a take-off, a transition from hover to forward flight, a climb to at least 500 feet and a landing, at a time when the depression of the centre of the sun is not less than 12 degrees below the horizon;
- (b) co-pilot of any helicopter required to be operated with a co-pilot of a type specified in Part I or Part II of such aircraft rating for purposes whatsoever.

### **Airline Transport Pilot Licence (Helicopters)**

14 In addition to the privileges given above for the Commercial Pilot Licence (Helicopters) the holder of the licence shall be entitled to fly as —

- (a) pilot-in-command of any helicopter of a type specified in Part I of the aircraft rating included in the licence when the aircraft is engaged on a flight for any purpose whatsoever.
- (b) co-pilot of any helicopter required to be operated with a co-pilot of a type specified in Part I or Part II of such aircraft rating for any purpose whatsoever.

### **Instrument Rating (Aeroplanes)**

15 An instrument Rating (Aeroplanes) shall entitle the holder of the licence to act as pilot-in-command or co-pilot of an aeroplane flying in controlled airspace in circumstances which require compliance with the Instrument Flight Rules.

### **Instrument Rating (Helicopters)**

16 Instrument Rating (Helicopters) shall entitle the holder of the licence to act as pilot-in-command of a helicopter flying in controlled airspace in circumstances which require compliance with the Instrument Flight Rules.

**Flying Instructor's Rating**

17     - *deleted* -

**Assistant Flying Instructor's Rating**

18     - *deleted* -

## **CHAPTER 2 MEDICAL PROCEDURES (ADMINISTRATION)**

### **LICENSING MEDICAL EXAMINATION (LME)**

- 1 An applicant for the initial issue or renewal of a professional pilot licence, viz CPL, MPL or ATPL, must satisfy the Civil Aviation Medical Board (CAMB) that he/she meets the Class 1 medical requirements as set out in the Fourteenth Schedule of the ANO and the SASP Part 9. The level of medical fitness to be met for the renewal of a Medical Certificate shall be the same as that for the initial assessment except where otherwise specifically stated.
- 2 Prospective applicants must be free from any physical disabilities and defect of hearing, vision or colour perception.
- 3 Applicants are required to undergo the initial or renewal Licensing Medical Examination (LME) for the appropriate licence sought.
  - 3.1 The LME is to be conducted by a Designated Medical Examiner (DME). LME for the initial, every fourth renewal and the renewal at 60 years of age for CPL, MPL or ATPL holders shall be at the clinical premises of the CAMB.
  - 3.2 The applicant shall sign and furnish to the DME a declaration, made in a form prescribed by the DGCA, stating whether they have previously undergone such an examination and, if so, the date, place and result of the last examination. He/She shall indicate to the DME whether a previous medical assessment had been unsuccessful and, if so, the reason for such.
  - 3.3 The report of the LME will be sent to the CAMB for assessment of the applicant's fitness to hold a professional pilot licence. It is the applicant's responsibility to ensure that he/she has been declared as fit by CAMB prior to exercising the privileges of the licence that he/she is applying for. He/She must hold a valid Medical Certificate for the initial issue or renewal of a licence. The validity period of the licence is subject in part to the validity period of the applicant's Medical Certificate.
- 4 The maximum period of validity of the Medical Certificate is specified in Part A of the Eighth Schedule of the ANO. The period of validity listed will be based on the age of the applicant at the time of successful LME. The medical validity period may be reduced when clinically indicated.
- 5 An applicant is required to undergo another initial LME if he/she fails to revalidate his/her Medical Certificate within 12 months after the expiry of the Medical Certificate.
- 6 Flight crew members shall not exercise the privileges of their licences unless they hold a valid Medical Certificate and the licence bears a valid Certificate of Test or a valid Certificate of Experience appropriate to the functions to be performed on that flight.



## **THE CIVIL AVIATION MEDICAL BOARD (CAMB)**

- 7.1 The CAMB is a board of medical specialists that advises the DGCA on the regulation of medical standards of Singapore licensed flight crew and air traffic controllers and-on the aeromedical requirements of Singapore in relation to international standards set by the International Civil Aviation Organisation (ICAO).
- 7.2 For the purpose of carrying out the necessary medical assessments, the DGCA has appointed a panel of Medical Assessors, as part of the Office of CAMB, who are competent in evaluating and assessing medical conditions of flight safety. Licensing Medical Assessors' Boards (LMAB) are convened to assess the medical fitness of an applicant for the issue or renewal of a Medical Certificate in accordance with the Fourteenth Schedule of the ANO and the SASP Part 9.

## **DESIGNATED MEDICAL EXAMINERS (DMEs)**

- 8 For the purpose of carrying out the necessary medical examinations for flight crew, the DGCA has appointed a panel of Designated Medical Examiners (DMEs), to conduct LME for the initial issue and renewal of flight crew licences. The list of names and addresses of DMEs is published in the Aeronautical Information Circular which is available on the CAAS website at [www.caas.gov.sg](http://www.caas.gov.sg).

## **TIMELY REVALIDATION OF MEDICAL CERTIFICATE**

- 9 The Medical Certificate will bear the date of the applicant's successful LME, its expiry date and other requirements e.g. Chest X-ray, ECG, Audiogram etc.
- 10 The licence holder is responsible for ensuring that his/her Medical Certificate is valid prior to exercising the privileges of his/her licence.
- 11 A licence holder shall arrange for his/her renewal LME to take place up to 45 days prior to the expiry of his/her existing Medical Certificate.

## **MEDICAL STANDARDS NOT MET**

- 12.1 If the medical standards as presented in the ANO's Fourteenth Schedule and the SASP Part 9 for a particular licence are not met, the corresponding Medical Certificate for that particular licence will not be issued or renewed unless the following conditions are fulfilled:
- (a) accredited medical conclusion arrived at by CAMB indicates that in special circumstances, the applicant's failure to meet any requirement, whether numerical or otherwise, is such that exercise of the privileges of the licence applied for is not likely to jeopardise flight safety.
  - (b) relevant ability, skill and experience of the applicant and operational conditions have been given consideration.

- (c) the licence is endorsed with any special limitation or limitations when the safe performance of the licence holder's duties is dependent on compliance with such limitation or limitations.

12.2 A holder of a licence granted in part on the basis of medical fitness shall not be entitled to perform any of the functions to which his/her licence relates if he/she knows or has reason to believe that his/her physical condition renders him/her temporarily or permanently unfit to perform such function. Those who:

- (a) suffers any personal injury involving incapacity to undertake the functions to which his/ her licence relates;
- (b) suffers any illness involving incapacity to undertake those functions for a period extending beyond 20 days;
- (c) knows or has reasons to believe that she is pregnant;
- (d) developed a medical condition that requires continued treatment with prescribed medication; or
- (e) has received medical treatment requiring hospitalisation;

is to report the issue or occurrence to CAMB as soon as possible. He/she shall not exercise the privileges of the licence and related ratings until he/she has satisfied the CAMB that his/her medical fitness has been restored to the standard as specified in the Fourteenth Schedule of the ANO and the SASP Part 9. If under any doubt, he/she is to seek clarification or guidance from a DME to ascertain if the medical issue or occurrence is of relevance to flight safety.

## **PAYMENT OF CHARGES**

- 13 The fees to be charged by the DME for medical examinations may follow guidelines set by the Singapore Medical Council (SMC) or at rates as determined by the DME performing the medical examinations.
- 14 The fee to be paid by the applicant for a medical evaluation by the CAMB is laid down in the Twelfth Schedule of the ANO.

INTENTIONALLY  
LEFT BLANK

## CHAPTER 3 GROUND EXAMINATIONS

### INTRODUCTION

- 1 An applicant for a Professional Pilot Licence shall demonstrate a level of knowledge appropriate to the privileges of the licence or rating.

### EXAMINATION SUBJECTS

- 2 The required examination subjects for the various types of licences and the Instrument Rating (IR) are listed in the table below.

	Aeroplane			Helicopter			
Subject	ATPL/MPL	CPL/IR	CPL	ATPL/IR	ATPL	CPL/IR	CPL
Air Law	●						
Airframe, Systems and Engines	●	○		●		○	
Instrumentation	●	○	○	●	●	○	○
Mass and Balance	●	○		●		○	
Performance – Aeroplane	●	○					
Performance – Helicopter				●		○	
Flight Planning and Monitoring	●	○	○	●	●	○	○
Human Performance	●						
Meteorology	●	○	○	●	●	○	○
General Navigation	●	○		●		○	
Radio Navigation	●	○	○	●	●	○	○
Operational Procedures	●	○		●		○	
Principles of Flight - Aeroplane	●	○					
Principles of Flight - Helicopter				●			
VFR Communications	●						
IFR Communications	●			●		●	
Total No. of Papers	14	14	13	14	13	14	13
Legend							
● Required ATPL Paper component      ○ Required CPL Paper      ●/○ Paper includes IR							
■ Not Required							

**Note :** The learning objectives for each of the subjects listed above are found in AC FCL-7 which also contains a list of publications which applicants may find helpful.

- 3 Apart from the examination subjects listed above, the applicant shall pass the Aircraft Type Technical examination to qualify for the inclusion of an aircraft rating in the licence.
- 4 All MPL and CPL holders intending to operate an aircraft type certificated for multi-pilot operation shall demonstrate theoretical knowledge at the ATPL level.
- 5 An applicant for an ATPL, having passed the theoretical examinations required for a CPL/IR, shall be deemed to have obtained a pass in each of the following subjects at the ATPL level:
  - (a) Air Law;
  - (b) Human Performance;
  - (c) Principles of Flight (Helicopter) only;
  - (d) VFR Communications; and
  - (e) IFR Communications.
- 6 A holder of a valid CPL(A), CPL(H) or ATPL(H) applying for an Instrument Rating shall obtain a pass in each of the following subjects:
  - (a) Instrumentation;
  - (b) Flight Planning and Monitoring;
  - (c) Meteorology;
  - (d) Radio Navigation; and
  - (e) IFR Communications.

## **PASS STANDARDS**

- 7 A pass in an examination subject will be awarded to an applicant who has achieved at least 75% of the score.
- 8 An applicant shall not be permitted to attempt an examination subject more than three times in any three-month period.
- 9 Should any applicant be deemed to have not complied with the examination instructions, the DGCA may at his discretion, void the applicant's examination results for that subject or take such other appropriate measures as necessary.

## **VALIDITY PERIOD OF EXAMINATION RESULTS**

- 10 A pass result in any subject listed in paragraph 2 is valid for 36 months from the date that the pass result is obtained.
- 10A Despite paragraph 10, a pass result for an examination subject that expires between 1 April 2020 and 31 December 2023 (or such other period as the DGCA may specify in writing) is

deemed to be valid if –

- (a) the application for a pilot licence is made not more than 36 months after the date of expiry of the pass result; and
- (b) at the time of the application the applicant produces, to the satisfaction of the DGCA, proof of his completion of an approved refresher training programme conducted by an approved training organisation for that subject.

11 A pass in the Aircraft Type Technical examination shall be valid for 18 months.

12 *-deleted-*

INTENTIONALLY  
LEFT BLANK

## **CHAPTER 4 FLYING EXPERIENCE REQUIREMENTS**

### **COMMERCIAL PILOT LICENCE (AEROPLANES)**

- 1 An applicant for a Commercial Pilot Licence (Aeroplanes) (CPL(A)) shall produce evidence that:-
  - (a) he has successfully completed an approved course of flight training; or
  - (b) he is in current flying practice, qualified and serving as a pilot in the Republic of Singapore Air Force (RSAF) with at least 700 hours as pilot of aeroplanes meeting the full detailed requirements set out in paragraph 2 below; or
  - (c) he meets in full the detailed experience requirements set out in paragraph 5 below except that the total hours as pilot of aeroplanes exceeds 700 hours.
- 2 The minimum flying experience required for grant of a CPL(A) in the case of a graduate from an approved course of training is 155 hours which must include not less than:
  - (a) 100 hours of flying as pilot-in-command (PIC) of which not less than 20 hours must be cross-country or overseas flying including one flight of at least 300 nautical miles, in the course of which the aeroplane landed and came to rest at not less than two intermediate aerodromes;
  - (b) 5 hours of night flying on aeroplanes, including at least:
    - (i) 5 take-offs and 5 landings, flying as a PIC; and
    - (ii) 3 hours of flight time, flying as a pilot-under-training (P U/T), which must include 1 hour of cross-country flying;
  - (c) 10 hours of instrument flying as a pilot under instruction, of which not more than 5 hours may be instrument ground time.
- 2A Despite paragraph 2(c), the number of hours of instrument flying as a pilot under instruction may be reduced by the DGCA, to not less than 2 hours for an applicant for a CPL(A) who holds:
  - (a) a CPL (Helicopters and Gyroplanes) which includes a valid instrument rating (Helicopters); or
  - (b) a valid RSAF Master Green or Green Instrument Rating on helicopters.

### **COMMERCIAL PILOT LICENCE (AEROPLANES) WITH INSTRUMENT RATING**

- 3 The minimum flying experience required for grant of a CPL/IR (Aeroplanes) for a graduate from an approved course of CPL/IR training is 200 hours as pilot of aeroplanes. The breakdown of the 200 hours must include that as specified in paragraph 2 above and the Instrument Rating (Aeroplanes) specified in Chapter 7. Appropriate flight time may be counted toward satisfying both sets of requirements.
- 4 Flight time in microlight aeroplanes, or in self-launching motor gliders, will not be counted



toward satisfying any of the requirements specified in paragraphs 2 or 3 above.

- 5 The minimum flying experience for a pilot who has not completed an approved course of full time flight training is 700 hours as pilot of aeroplanes. This shall include meeting the particular requirements specified below. Each of these requirements shall be met in full but, except where stated otherwise, hours may be credited, where appropriate, to more than one requirement:

- (a) 200 hours as PIC of aeroplanes of which up to a maximum of 100 hours may be as co-pilot acting as pilot-in-command under supervision (PIC U/S);
- (b) 50 hours of cross-country or overseas flying as PIC of aeroplanes, including a route of at least 300 nautical miles, in the course of which the aeroplane or helicopter landed and came to rest at not less than two intermediate aerodromes. At least 10 of the 50 hours must be by night or by sole reference to instruments. Any instrument flight time counted towards satisfying this requirement may not be counted towards satisfying that specified in paragraph 5(d);
- (c) 5 hours of night flying, including 5 take-offs and 5 landings as PIC; and
- (d) 40 hours of flying as pilot by sole reference to instruments, of which not less than 20 hours must be a pilot of aeroplanes. The remainder may be as a pilot of aeroplanes or on an approved flight simulation training device. The instrument flying in aeroplanes may be in actual or simulated conditions.
- (e) 35 hours on multi-engine aeroplane if an Instrument Rating for a multi-engine aeroplane is sought;
- (f) The remainder of the 700 hours of experience required may comprise flight time in aeroplanes in any of the following capacities: -
  - (i) as PIC;
  - (ii) as pilot-under-instruction;
  - (iii) as co-pilot acting as PIC U/S; or
  - (iv) as co-pilot.

**Note:** Refer to **Appendix B** for guidance on crediting of flight time.

- (g) Flight time in microlight aeroplanes, or in self-launching motor gliders, will not be counted towards satisfying the above requirements.

## **MULTI-CREW PILOT LICENCE (AEROPLANES)**

- 6 An applicant for a Multi-crew Pilot Licence (Aeroplanes) (MPL(A)) must:
- (a) produce evidence that he has successfully completed an MPL training course approved by the DGCA conducted by an ATO and passed the MPL test; and
  - (b) have completed, as part of the training course, flying training comprising a total of at least 240 hours as a pilot of an aeroplane, as follows:

- (i) 40 hours in an aeroplane;
- (ii) 10 hours as a pilot-in-command (PIC) in an aeroplane;
- (iii) 5 hours as a PIC in an aeroplane conducting cross-country flying, including one flight of at least 150 nautical miles, in the course of which the aeroplane landed and came to rest at not less than two intermediate aerodromes; and
- (iv) 5 hours in an aeroplane conducting night flying, including at least:
  - (1) 5 take-offs and 5 landings as PIC or PIC U/S; and
  - (2) 3 hours of flight time as pilot-under-training (P U/T), which must include 1 hour of cross-country.

7 *-deleted-*

## **AIRLINE TRANSPORT PILOT LICENCE (AEROPLANES)**

8 The minimum flying experience required for grant of an ATPL(A) is 1500 hours as pilot of aeroplanes which shall meet the requirements as specified below. Each of these requirements shall be met in full but, except where stated otherwise, hours may be credited, where appropriate towards to more than one requirement.

- (a) 500 hours as PIC U/S or 250 hours as PIC of aeroplanes of which up to a maximum of 150 hours may be as co-pilot acting as PIC U/S.
- (b) 200 hours of cross-country or overseas flying of which not less than 100 hours as PIC or PIC U/S on aeroplanes.
- (c) 100 hours of night flying in aeroplanes as PIC or PIC U/S or as co-pilot, of which not less than 25 hours must be on cross-country or overseas flying as PIC or PIC U/S, inclusive of two flights terminating at an aerodrome not less than 65 nautical miles from the point of departure. The holder of a valid CPL(H) or ATPL(H) may be exempted from the cross-country requirement provided that he can produce evidence of having completed 2 such flights as PIC of helicopters, including at least 5 take-offs and 5 landings as PIC.
- (d) 75 hours flying as pilot by sole reference to instruments of which not more than 30 hours may be instrument ground time.
- (e) The remainder of the 1500 hours experience required may comprise flight time on flying machines in any of the following capacities: -
  - (i) as PIC;
  - (ii) as pilot-under-instruction;
  - (iii) as PIC U/S; or
  - (iv) as co-pilot.

**Note 1 :** Refer to **Appendix B** for guidance on crediting of flight time.

**Note 2 :** ATPLs upgraded from an MPL will be restricted to operations on a multi-crew certificated aircraft.

- (f) Flight time in microlight aeroplanes, or in self-launching motor gliders, will not be counted towards satisfying the above requirements.
- 8A Notwithstanding paragraph 8, an applicant for an ATPL(A) who holds a valid Singapore CPL(A) or MPL(A) that was converted from a foreign professional pilot licence shall have a minimum flying experience of at least 3,000 hours and meet the following breakdown:
- (a)
    - (i) 500 hours as PIC U/S; or
    - (ii) 250 hours as a pilot-in-command (PIC), of which, a maximum of 150 hours may be as a PIC U/S;
  - (b) 200 hours of cross-country or overseas flying, of which at least 100 hours shall be as PIC or PIC U/S;
  - (c) 100 hours of night flying in aeroplanes, as PIC, PIC U/S or as co-pilot (P2), which shall comprise of:
    - (i) at least 25 hours on cross-country or overseas flying as PIC or PIC U/S including two flights terminating at an aerodrome not less than 65 nautical miles from the point of departure; and
    - (ii) at least 5 take-offs and 5 landings as PIC;
  - (d) 75 hours of instrument flying, which shall comprise of –
    - (i) at least 10 hours as pilot-under-training (P U/T);
    - (ii) at least 20 hours in multi-engine aeroplanes; and
    - (iii) as a P U/T, not more than 20 hours of instrument ground time or not more than 30 hours in an approved Full Flight Simulator; and
  - (e) 500 flying hours on civil registered multi-engine transport aeroplanes certificated for operation with a minimum crew of at least two pilots.

#### **COMMERCIAL PILOT LICENCE (HELICOPTERS)**

- 9 An applicant for a Commercial Pilot Licence (Helicopters) [CPL(H)] must produce evidence that:
- (a) he has successfully completed an approved course of flight training; or
  - (b) he is in current flying practice as a qualified and serving pilot with the Republic of Singapore Air Force with at least 400 hours of experience as pilot of helicopters which must meet in full the detailed experience requirements specified in para 10(a) to 10(c) below; or
  - (c) he has a minimum flying experience of 400 hours as PIC of helicopter and in addition

meets in full the detailed experience requirements in paragraph 10 below.

- 10 The minimum flying experience required for grant of a CPL(H) in the case of a graduate from an approved course of training is 150 hours as pilot-in-command (PIC) or pilot-under-instruction on helicopters. The helicopter flying must include the following:
  - (a) at least 35 hours as PIC, including 10 hours cross-country or overseas flying, which must include a flight in the course of which landing at 2 different points shall be made.
  - (b) 10 hours instruction in instrument flying of which not more than 5 hours may be instrument ground time.
  - (c) 5 hours of night flying, including 5 take-offs and 5 landing patterns as PIC.
- 11 Credit on experience as a pilot under instruction in an approved flight simulation training device shall be limited to a maximum of 10 hours.

#### **AIRLINE TRANSPORT PILOT LICENCE (HELICOPTERS)**

- 12 An applicant for an Airline Transport Pilot Licence (Helicopters) must produce evidence of having completed a total of at least 1,000 hours as a pilot of helicopters.
- 13 The 1000 hours must meet the breakdown as specified below:
  - (a) 250 hours, either as pilot-in-command, or made up by not less than 100 hours as pilot-in-command and the necessary additional flight time as co-pilot performing, under the supervision of the pilot-in-command, the duties and functions of a pilot-in-command, provided that the method of supervision employed is acceptable to the DGCA.
  - (b) 200 hours of cross-country flight time, of which not less than 100 hours shall be as pilot-in-command or as co-pilot performing, under the supervision of the pilot-in-command, the duties and functions of a pilot-in-command, provided that the method of supervision employed is acceptable to the DGCA.
  - (c) 30 hours of instrument time, of which not more than 10 hours may be instrument ground time.
  - (d) 50 hours of night flight as pilot-in-command or as co-pilot.
- 14 Credit on experience as a pilot under instruction in an approved flight simulation training device shall be limited to a maximum of 100 hours of which not more than 25 hours shall have been acquired in a flight procedure trainer or a basic instrument flight trainer.
- 15 The remainder of the 1,000 hours experience required may comprise flight time in aeroplanes in any of the following capacities:
  - (a) PIC, counted in full.
  - (b) as pilot under instruction, counted in full.
  - (c) as P1 U/S, counted in full.
  - (d) as co-pilot, counted at half rate.

## **FLIGHT INSTRUCTION AND SKILLS REQUIREMENT**

- 16 An applicant for a CPL or ATPL shall undergo the flight instructions and demonstrate the skills as spelt in **Appendix A** prior to the issue of the licence.
- 17 An applicant for an MPL(A) must demonstrate the necessary skills in a MPL test prior to the issue of the licence.

## **CHAPTER 5 THE GENERAL FLIGHT TEST**

### **THE GENERAL FLIGHT TEST**

- 1 An applicant for a CPL must pass a General Flight Test (GFT) conducted by a CAAS Inspector or an Authorised Flight Examiner.
- 2 The aim of the test is to ensure the applicant has demonstrated the ability to:
  - (a) perform as pilot-in-command (PIC) of the aircraft
  - (b) perform the procedures and manoeuvres with degree of competency appropriate to the privileges granted to the holder of a professional pilot licence;
  - (c) operate the aircraft within its limitations;
  - (d) exercise good judgement and airmanship;
  - (e) apply aeronautical knowledge; and
  - (f) maintain control of the aircraft at all times in a manner such that successful outcome of a procedure or manoeuvre is never seriously in doubt.
- 3 The GFT for aeroplanes must be conducted in an aeroplane certificated for single-pilot operation for which the aircraft rating is applied for endorsement in the licence.
- 4 The GFT for helicopters must be conducted in either a single-engine or multi-engine helicopter.

### **GENERAL FLIGHT TEST PASS CONDITIONS**

- 6 If the applicant fails only one section of the test, he may be allowed to reattempt that particular section which he failed. If the applicant fails to pass the failed section within the next 2 attempts, he will be required to retake the full GFT subject to compliance with paragraph 8.
- 7 If the applicant fails more than one section of the GFT, he will be required to retake the full GFT subject to compliance with paragraph 8.
- 8 If the applicant is required to retake the full GFT, he will be required to undergo further training before applying for the retest. He may only apply for the GFT after being recommended by the Flying Training Organisation.
- 9 The GFT shall be completed within 21 days including any reattempt.

### **GENERAL FLIGHT TEST ARRANGEMENTS**

- 10 Applicants undergoing an approved course of training will normally be offered for the General Flight Test under arrangements made by the flying training organisation (FTO) conducting the course, subject to acceptance by the DGCA. The FTO concerned will also normally be responsible for providing an aircraft acceptable to DGCA for the conduct of the test.

- 11 Other applicants will be required to make arrangements for the test acceptable to the DGCA, and to provide a suitable aircraft for the test. Such aircraft must be maintained and equipped to requirements specified by the DGCA and be approved for the conduct of the test.
- 12 Payment of the statutory fee for the test must be made before any test.
- 13 ~~-deleted-~~
- 14 ~~-deleted-~~
- 15 ~~-deleted-~~

## CHAPTER 6 THE AIRCRAFT RATING REQUIREMENTS

### INTRODUCTION

- 1 The privileges of a professional pilot licence may only be exercised in an aircraft type as specified in the Aircraft Rating of the licence in conjunction with a valid Certificate of Test or a valid Certificate of Experience. The private pilot privileges of the licence may be exercised in the aircraft type endorsed in the Aircraft Rating - Private Pilot Privileges.

**Note 1 :** A Class rating is established for aeroplanes certificated for single-pilot operations and shall comprise :

- (i) single-engine, land
- (ii) single-engine, sea
- (iii) multi-engine, land
- (iv) multi-engine, sea

**Note 2 :** The Aircraft Ratings and the conditions under which such ratings may be endorsed on a Singapore licence is specified in an Advisory Circular.

- 2 A professional pilot licence will not be issued unless the applicant has qualified for inclusion in the Aircraft Rating of the licence, either in Part I (entitling the holder to fly as PIC) or in Part II (entitling the holder to fly as co-pilot), of at least one aircraft type.
- 3 In the case of the issue of an ATPL the applicant must qualify for inclusion, in Part I of an Aircraft Rating of a multi-engine aeroplane required to be operated with a co-pilot.
- 4 Entries in Part II (co-pilot only entitlement) of the Aircraft Rating will be made in respect only of aircraft which are required to be flown by a flight crew of at least two pilots.
- 5 To qualify for endorsement of an aircraft rating in the professional pilot licence, the applicant must:
  - (a) pass the Aircraft Type Technical examination for the aircraft type to be endorsed on the licence;

**Note:** The Aircraft Type Technical examination shall be passed for that variant of the aircraft on which the Aircraft Rating Test is conducted. Once the Aircraft Rating is issued, it entitles the holder to exercise privileges on other variants of the same aircraft type unless otherwise stated.

- (b) complete an approved training programme to PIC standards;
- (c) pass the Aircraft Rating Test on the aircraft type to be endorsed on the licence to PIC standards; and
- (d) complete and pass the examinations set out in the second column of the table below, that correspond to the number of years since the expiry of the aircraft rating set out in the first column:



<b>Period since the expiry of the rating (in the case of an applicant who has more than one aircraft rating, the period since the last aircraft rating expired will apply)</b>	<b>Examination Requirements</b>
(a) More than 5 years but not exceeding 10 years	<ol style="list-style-type: none"> <li>1. Air Law</li> <li>2. Operational Procedures</li> <li>3. Human Performance (if not passed before)</li> </ol>
(b) More than 10 years	<ol style="list-style-type: none"> <li>1. Theoretical knowledge examinations at the appropriate level i.e. CPL or ATPL</li> </ol>

5A Despite paragraph 5(d), an applicant who is able to produce evidence of passing at least one proficiency check or test completed with a foreign licensing authority or air operator within a period of 5 years immediately prior to the application is only required to sit the following examinations:

- (a) Air Law;
- (b) Operational Procedures; and
- (c) Human Performance (if not passed before).

## **THE AIRCRAFT RATING TEST**

- 6 The Aircraft Rating test shall be conducted by a CAAS Inspector or Authorised Flight Examiner (AFE).
- 7 The Aircraft Rating test requires the applicant to demonstrate his competence in carrying out normal and emergency manoeuvres and drills appropriate to the particular aircraft type. The contents of the test are specified in the application form for the inclusion of an aircraft type in the Aircraft Rating.
- 8 In aircraft which are required to be flown by two pilots, the applicant shall be tested to PIC standards.
- 9 In some cases, certain of the manoeuvres and drills included in the form may be conducted in an aircraft flight simulation training device which must be approved for the purpose by the DGCA. The simulator approval document specifies the manoeuvres and drills for which it is approved. Access to such simulators can normally only be obtained through the operators to whom the simulator approval has been given.
- 10 On satisfactory completion of the flight test, the CAAS Inspector or the AFE will certify to that effect against each of the manoeuvres and drills specified in the form where any of the items are carried out in an approved flight simulation training device.
- 11 An application for grant of a professional pilot licence shall be made in a form and manner prescribed by the DGCA. Provided that it is satisfactory and that other licensing requirements have been met, including the ground examination requirements in respect of the Aircraft Rating,

the DGCA will issue the licence with the type of aircraft upon which the flight test and associated ground examinations were passed entered in the Aircraft Rating, either in Part I and Part II, as appropriate. The Aircraft Rating C of T in respect of that type will be endorsed with a date effective from the date on which all the items in the flight test were satisfactorily completed.

- 12 The procedure for inclusion of a further type in the Aircraft Rating subsequent on the first is similar to paragraph 11.
- 13 All the items in the Aircraft Rating Test shall be satisfactorily completed within 21 days.
- 14 Notwithstanding paragraph 13, at the sole discretion of the DGCA, all the items in the Aircraft Type Test may be completed in more than 21 days provided the applicant is forming the initial core group of trained personnel for:
  - (a) a new aircraft type introduced into the Singapore Register; or
  - (b) a new aircraft type utilised by the Air Operator, Aviation Training Organisation or Flying Club;subject to the applicant's previous flying experience.

#### **ENDORSEMENT FOR MIXED FLEET FLYING OPERATION**

- 15 Any licence holder seeking endorsement on the licence for Mixed Fleet Flying (MFF) operation shall provide evidence from the operator to demonstrate that the applicant meets the pre-requisites for MFF operation as spelt out in the Air Navigation (98 – Special Operations) Regulations 2018, and has successfully completed the operator's MFF Programme. At the time of application, the licence holder shall ensure that the Aircraft Ratings for the two MFF aeroplane types are valid and current.
- 15A For flights involving MFF operations, a valid Aircraft Rating is required in respect of each of the two types of aircraft in which the flight is made and the capacity in which the licence holder is acting. The competency test for the Aircraft Ratings shall alternate between the two aircraft types.

#### **CERTIFICATE OF TEST (C OF T) AND CERTIFICATE OF EXPERIENCE (C OF E)**

- 16 The period for which a C of T is valid is 12 months and a holder of a professional pilot licence seeking to renew a C of T must pass the Aircraft Rating Test in accordance with paragraph 3 of Chapter 10.

*- Deleted Case A, Case B, Case C, Case D -*

- 16A A holder of a professional pilot licence must not exercise the privileges of his Aircraft Rating contained in the licence on a commercial air transport flight unless he satisfies the recency requirement specified in the Air Navigation (121 — Commercial Air Transport By Large Aeroplanes) Regulations 2018 and the Air Navigation (135 — Commercial Air Transport by Helicopters or Small Aeroplanes) Regulations 2018.
- 16B A C of E may be issued in lieu of a C of T for a period of 6 months if:

- (a) the aircraft rating is for a single pilot aircraft type that is already included in the licence; and
  - (b) the licence holder has flown at least 15 hours as PIC in that aircraft type in the preceding six months.
- 16C An expired C of E will not be renewed. The licence holder will be required to pass a flight test in order to exercise the privileges of his Aircraft Rating.
- 17 Following an Aircraft Rating Test for inclusion of the first or additional aircraft types in the Aircraft Rating, either in Part I or Part II, the C of T will be endorsed with effect from the date on which all the items in the flight test were satisfactorily completed.
- 18 The DGCA may, at his discretion, exclude some items of the Aircraft Rating Test from subsequent tests on an aircraft already included in the rating. The required items shall be satisfactorily completed within a period of 21 days. On satisfactory completion of the test, the C of T will be signed in respect of the aircraft type by the DGCA or the AFE who conducted the test, effective from the date on which the test was completed.

#### **MANDATORY MULTI-ENGINE CONVERSION TRAINING (AEROPLANES)**

- 19 The holder of a Professional Pilot Licence wishing to have a first multi-engine propeller or turbine-jet aeroplane type included in the aircraft rating of a CPL will be required to carry out mandatory multi-engine conversion training.

#### **THE AIRCRAFT RATING REQUIREMENTS - CPL(A)**

- 20 A CPL(A) will not be issued unless the applicant has qualified for inclusion of at least one aeroplane type in the Aircraft Rating of the licence either in Part I or Part II. The privileges of the licence may only be exercised in an aircraft type specified in the Aircraft Rating.

#### **THE AIRCRAFT RATING REQUIREMENTS - MPL(A)**

- 21 An MPL(A) will not be issued unless the applicant has qualified for inclusion of at least one aeroplane type in the Aircraft Rating of the licence in Part II. The privileges of the licence may only be exercised in an aircraft type specified in the Aircraft Rating.

#### **THE AIRCRAFT RATING REQUIREMENTS - ATPL(A)**

- 22 An ATPL(A) will not be issued unless the applicant has qualified for inclusion of at least one multi-engine aeroplane type required to be operated with a co-pilot in the Aircraft Rating of the licence in Part I. The privileges of the licence may only be exercised in an aircraft type specified in the Aircraft Rating.
- 23 Where the applicant already holds a Singapore CPL(A), any aeroplane types already endorsed in the licence will be transferred to the ATPL(A) without him having to retake the ground examinations or the Aircraft Rating Tests for those aeroplane types. Valid C of T will be transferred from the CPL(A) to the ATPL(A) on issuance of the licence.

#### **THE AIRCRAFT RATING REQUIREMENTS – CPL(H)**

- 24 A CPL(H) will not be issued unless the applicant has qualified for inclusion of at least one helicopter type in the Aircraft Rating of the licence either in Part I and Part II. The privileges of the licence may only be exercised in an aircraft type specified in the Aircraft Rating.

#### **THE AIRCRAFT RATING REQUIREMENTS – ATPL(H)**

- 25 An ATPL(H) will not be issued unless the applicant has qualified for inclusion of at least one helicopter type required to be operated with a co-pilot in the Aircraft Rating of the licence either in Part I and Part II. The privileges of the licence may only be exercised in an aircraft type specified in the Aircraft Rating.
- 26 Where the applicant already holds a Singapore CPL(H), any helicopter types already endorsed in the licence will be transferred to the ATPL(H) without him having to retake the ground examinations or the Aircraft Rating Tests for those helicopter types. Valid C of T will be transferred from the CPL(H) to the ATPL(H) on issuance of the licence.

## **CHAPTER 7 THE INSTRUMENT RATING**

### **INSTRUMENT RATING PRIVILEGES**

- 1 Pursuant to Part B paragraph 1 of the Eighth Schedule of the Air Navigation Order, the Instrument Rating entitles the holder of the licence to act as pilot-in-command or co-pilot of an aircraft flying in controlled airspace in circumstances which require compliance with the Instrument Flight Rules.
- 2 The following types of Instrument Rating may be included in a pilot licence:
  - (a) Single-engine Instrument Rating (“SEIR”): This allows the holder to exercise the privileges of the Instrument Rating on single-engine single-pilot aircraft types only.
  - (b) Multi-engine Instrument Rating (“MEIR”): This allows the holder to exercise the privileges of the Instrument Rating on both single-engine and multi-engine single-pilot aircraft types.
  - (c) Type-specific Instrument Rating: This allows the holder to exercise the privileges of the Instrument Rating on specific aircraft types that require a type rating such as multi-crew aircraft types.
- 3 An ATPL(A) and MPL(A) will not be issued unless the applicant has qualified for inclusion in the licence an Instrument Rating.

### **INSTRUMENT RATING QUALIFICATION REQUIREMENTS**

- 4 An applicant for the grant of an Instrument Rating must:
  - (a) pass the ground examinations stated in the SASP 2 Chapter 3 for an Instrument Rating;
  - (b) hold at least a PPL for the aircraft category applied for;
  - (c) hold a valid Class 1 Medical Assessment;
  - (d) possess the following flying experience for the respective Instrument Rating applied for:
    - (i) For an SEIR
      - (1) at least 50 hours of cross-country flying as a PIC; and
      - (2) at least 40 hours of instrument time, including 10 hours of flying as a P U/T.
    - (ii) For an MEIR
      - (1) at least 50 hours of cross-country flying as a PIC;
      - (2) at least 40 hours of instrument time, including at least 20 hours of flying as a P U/T in a multi-engine aircraft type (other than a multi-engine centre-line thrust aircraft); and

- (3) at least 35 hours of flight time in a multi-engine aeroplane (other than a multi-engine centre-line thrust aircraft), whether or not under instrument flying conditions.

Note: For the requirement of 40 hours instrument time stated in paragraphs 4(d)(i)(2) and 4(d)(ii)(2), up to 20 hours may be of flying as a P U/T completed in an approved Flight Simulation Training Device (FSTD).

(iii) For a type-specific Instrument Rating:

- (1) hold a licence endorsed with a SEIR or MEIR, unless the applicant is qualifying for an MPL;
- (2) complete an approved training programme; and
- (3) hold a licence endorsed with or be able to qualify for an aircraft rating for the aircraft type for which the type-specific Instrument Rating is being applied for.

Note: For the requirement in paragraph 4(d)(iii)(1), an applicant who had previously converted from a foreign licence, may present an equivalent Instrument Rating obtained from a foreign licensing authority for acceptance.

- (e) pass the Instrument Rating Test on the appropriate aircraft type for which the Instrument Rating is applied for.

Note: To qualify for the grant of a MEIR, the test must not be taken in a multi-engine centre-line thrust aircraft.

5 The applicant must have operational experience in at least the following areas to the level of performance required for the Instrument Rating:

- (a) pre-flight procedures, including the use of the flight manual or equivalent document, and appropriate air traffic services documents in the preparation of an IFR flight plan;
- (b) pre-flight inspection, use of checklists, taxiing and pre-take-off checks;
- (c) procedures and manoeuvres for IFR operation under normal, abnormal and emergency conditions covering at least:
  - (i) transition to instrument flight on take-off;
  - (ii) standard instrument departures and arrivals;
  - (iii) en-route IFR procedures;
  - (iv) holding procedures;
  - (v) instrument approaches to specified minima;
  - (vi) missed approach procedures;
  - (vii) landings from instrument approaches;
- (d) in-flight manoeuvres and particular flight characteristics; and

- (e) if a multi engine Instrument Rating is applied for, operation of the aircraft within the appropriate category by reference solely to instruments with one engine inoperative or simulated inoperative.

## **RENEWAL OF THE INSTRUMENT RATING**

- 6 The Instrument Rating is valid for 12 months from the date of the Instrument Rating Test.
- 7 An applicant who applies for renewal of an Instrument Rating must pass an Instrument Rating Test in the aircraft appropriate to the type of Instrument Rating for which the renewal application has been made.

Note: An applicant for the renewal of an MEIR must not complete the Instrument Rating test in a multi-engine centre-line thrust aircraft.

## **CHAPTER 8   RESERVED**



INTENTIONALLY  
LEFT BLANK

## **CHAPTER 9 VALIDATION OF A FOREIGN PILOT LICENCE**

### **APPLICABILITY**

- 1 Pursuant to paragraph 21 of the ANO, an applicant may, in lieu of holding a Singapore pilot licence, apply to validate his foreign pilot licence to allow him to operate a Singapore-registered aircraft.
- 2 The requirements set out in this chapter apply to holders of a foreign pilot licence who wish to validate their foreign pilot licence to operate a Singapore-registered aircraft.

### **PREREQUISITES**

- 3 An applicant for a validation of a foreign pilot licence shall:
  - (a) hold a valid and appropriate pilot licence issued by an ICAO Contracting State in accordance with ICAO Annex 1;
  - (b) hold a valid medical certificate of the appropriate medical class of assessment;
  - (c) hold a valid Flight Radiotelephony Operator Licence;
  - (d) hold a valid ICAO Language Proficiency endorsement of at least Operational Level (Level 4); and
  - (e) the prerequisites stated in paragraph 5 for the specific purpose(s) sought.
- 4 The foreign pilot licence including the associated ratings and authorisations presented for the application for the Certificate of Validation shall be issued by the same licensing authority. A combination of ratings and authorisations issued by different authorities will not be accepted for the application of a Certificate of Validation.

## PURPOSE OF VALIDATION AND CORRESPONDING PREREQUISITES

- 5 An applicant may apply to validate his foreign pilot licence for the following purposes provided he meets the corresponding prerequisite(s):

Purpose	Prerequisite(s)
(a) To carry out private flights in a Singapore-registered aircraft.	A pilot licence with PPL privileges for the relevant class or aircraft rating.  Pass at least the PPL Air Law and Operational Procedures examination.
(b) To carry out aircraft delivery and ferry flights in a Singapore-registered aircraft.	An appropriate pilot licence with the relevant class or aircraft rating.
(c) To undergo training in a Singapore-registered aircraft.	An appropriate pilot licence.
(d) To conduct flying tests in a Singapore-registered aircraft on behalf of the DGCA.	An appropriate pilot licence with any form of authorisation issued by or provided for by the foreign authority which allows the holder to conduct the requested flying tests.
(e) To conduct flight training in a Singapore-registered aircraft on behalf of an operator.	An appropriate pilot licence with the required instructor privileges.
(f) To conduct line training or line checks on behalf of an operator of a Singapore-registered aircraft inducting a new aircraft type.	An appropriate pilot licence with the required privileges to carry out the purpose.
(g) To operate a Singapore-registered aircraft to:  (i) enable the aircraft to qualify for the issue of a Certificate of Airworthiness; or  (ii) enable the aircraft to qualify for the approval of a modification of the aircraft; or  (iii) experiment with or test the aircraft and its equipment; or  (iv) proceed to or from a place at which any experiment, test, inspection or weighing of the aircraft is to take place for a purpose referred to in 5(g) (i), (ii) and (iii).	An appropriate pilot licence with the required privileges to carry out the purpose.

- 6 An applicant may not apply to validate his foreign pilot licence for any other purposes except those stated in paragraph 5.
- 7 Notwithstanding anything in this chapter, the applicant may be required to meet additional requirements as the DGCA deems fit.

#### **VALIDITY OF THE CERTIFICATE OF VALIDATION**

- 8 Subject to the validity period of the foreign pilot licence, the maximum period of validity of the Certificate of Validation shall be as follows:
  - (a) Three months in the case of a visiting pilot wishing to carry out private flights in Singapore; or
  - (b) Six months, for the other purposes specified in paragraph 5.

#### **CONDITIONS AND LIMITATIONS**

- 9 The holder of a Certificate of Validation shall carry with him the foreign licence on which the validation is based on, in order to exercise the privileges of the validation.
- 10 The holder of a Certificate of Validation shall only operate the aircraft for the purpose(s) stated in his certificate regardless of the privileges contained in his foreign licence.
- 11 The holder of a Certificate of Validation shall not carry out any of the purposes mentioned in paragraph 5 on a public transport flight except for 5(f) provided the pilot undergoing the line training or line check already holds a valid Aircraft Rating of the aircraft type.

#### **REAPPLICATION FOR THE CERTIFICATE OF VALIDATION**

- 12 The Certificate of Validation may not be renewed or extended. An applicant who wishes to revalidate his foreign pilot licence is required to reapply for the Certificate of Validation. The reissue of the certificate is based on the sole discretion of the DGCA.

INTENTIONALLY  
LEFT BLANK

## CHAPTER 10 REQUIREMENTS FOR THE RENEWAL OF AN AIRCRAFT RATING

1 -deleted-

2 -deleted-

### RENEWAL OF AN AIRCRAFT RATING

- 3 A licence holder who applies to renew an Aircraft Rating must complete and pass the examinations, tests or training programmes set out in the table below, corresponding to the number of years since the expiry of the aircraft rating set out in the first column:

Period of Lapse	Examination Requirements	Minimum Requirements of a Training Programme for an Aircraft Type of:		Flying Test Requirements for Aircraft Type of:	
		MTMA ≤5700kg	MTMA >5700kg	MTMA ≤5700kg	MTMA >5700kg
(a) Not exceeding a year	-	-	-	Aircraft Rating Test	Renewal Aircraft Rating Test
(b) More than a year but not exceeding 5 years	-	-	Approved Abbreviated Reactivation Programme	Aircraft Rating Test	Renewal Aircraft Rating Test
(c) More than 5 years but not exceeding 10 years	1. Air Law 2. Operational Procedures 3. Human Performance (if not passed before) 4. Aircraft Type Technical Examination	-	Approved Reactivation Programme (Shortened Type Rating Course)	1. General Flight Test 2. Aircraft Rating Test	Initial Aircraft Rating Test
(d) More than 10 years	1. Theoretical knowledge examinations at the appropriate level i.e. CPL or ATPL 2. Aircraft Type Technical Examination	Full Type Rating Course	Approved Full Type Rating Course	1. General Flight Test 2. Aircraft Rating Test	Initial Aircraft Rating Test

- 4 Despite item (c) in the table under paragraph 3, the licence holder is not required to sit for and pass –
- (a) the Air Law, Operational Procedures, and Human Performance examinations, if:
    - (i) the licence holder had previously obtained a pass in these subjects; and
    - (ii) the licence holder had exercised the privileges of the Singapore professional pilot licence within the last 5 years;
  - (b) the Aircraft Type Technical examination, if the licence holder is current on the aircraft type by exercising the privileges of a foreign licence.
- 5 Despite item (d) in the table under paragraph 3, a licence holder is not required to sit for and pass –
- (a) the theoretical knowledge examinations except Air Law, Operational Procedures, and Human Performance (if not passed before) examinations, if the licence holder produces evidence of passing at least one proficiency check or test completed with a licensing authority or air operator within a period of 5 years.
  - (b) the Air Law, Operational Procedures, and Human Performance examinations, if:
    - (i) the licence holder had previously obtained a pass in these subjects; and
    - (ii) the licence holder had exercised the privileges of the Singapore professional pilot licence within the last 5 years;
  - (c) the Aircraft Type Technical examination, if the licence holder is current on the aircraft type by exercising the privileges of a foreign licence.
- 6 Despite paragraph 3, a licence holder who applies to renew an aircraft rating must complete and pass the examinations, tests or training programme set out in paragraphs 13, 14 and 16 of SASP Part 2, Chapter 11 if –
- (a) the licence holder has a valid aircraft rating on a foreign professional pilot licence; and
  - (b) the aircraft rating to be renewed is the same as the aircraft rating on his or her foreign professional pilot licence.
- 7 *-deleted-*
- 8 For the purpose of paragraphs 4(b) and 5(c), a licence holder is “current” if the licence holder:
- (a) is currently rated on the aircraft type sought in the foreign licence;
  - (b) has completed at least 4 commercial operations in the aircraft type sought in the 12 months immediately preceding the date of application;

- (c) has completed 2 proficiency checks of the aircraft type sought (in an aircraft or flight simulation training device approved by the foreign Civil Aviation Authority) in the 12 months immediately preceding the date of application. The 2 proficiency checks shall not occur within a period of four months. At least one of these proficiency checks shall have been carried out by the foreign Civil Aviation Authority or its authorised representative, while the other may be carried out by the foreign operator; and
- (d) has operated the flight controls of the aircraft type sought during at least three take-offs and landings in the 90 days immediately preceding the date of application, in an aircraft or a flight simulation training device approved by the foreign Civil Aviation Authority.

9        *-deleted-*

10       *-deleted-*



## CHAPTER 11 CONVERSION OF A FOREIGN PROFESSIONAL PILOT LICENCE

### APPLICABILITY

- 1 The terms set out in this chapter applies to holders of a foreign professional pilot licence who wish to apply for a licence conversion to a Singapore equivalent.

### PREREQUISITES

- 2 The Chief Executive may grant an applicant who holds a professional pilot licence granted under the law of any country other than Singapore upon being satisfied that the applicant:

- (a) meets the age requirements specified in the Air Navigation Order;
- (b) holds a valid professional pilot licence with associated ratings (whether or not valid) granted by the same licensing authority;
- (c) The applicant shall ensure that the foreign pilot licence remains valid from the point of application for licence conversion until the grant of the Singapore licence;

**Note:** Applicants are advised to have at least six months' validity on their foreign pilot licence at the point of application for licence conversion.

- (d) The applicant shall produce evidence of having passed the appropriate theoretical knowledge examinations prescribed by the foreign licensing authority, for the respective class of licence being sought. These theoretical knowledge examinations shall have been taken with the same licensing authority that issued the foreign licence being presented for conversion;

**Note:** (1) In the case of a foreign licence presented for conversion that was converted from a previous licence, the DGCA may require the applicant to submit the previous licence with the supporting examination results taken with the previous licensing authority, which must be from an ICAO Contracting State.

(2) An applicant for a Singapore CPL who has passed the theoretical knowledge examinations prescribed by the foreign licensing authority at the CPL level will be restricted to single-pilot operations. Such applicants, if intending to operate in a multi-crew environment, will need to pass the theoretical knowledge examinations at the ATPL level to have the restriction lifted.

- (e) The applicant shall hold a valid Radiotelephony Licence from the foreign licensing authority, unless the privileges of the foreign licence include radiotelephony communication;
- (f) *-deleted-*
- (g) The applicant shall demonstrate the need to hold a Singapore professional pilot licence; and

**Note:** Such demonstration may be by a letter from a Singapore operator, approved

aviation training organisation or flying club indicating prospective employment in a flying capacity.

- (h) An applicant for a CPL(A) with less than 700 total flying hours as pilot of aeroplanes shall produce evidence demonstrating that he has completed a course of flying training approved by the foreign CAA.
- (i) An applicant for a MPL(A) shall produce evidence demonstrating that he has completed:
  - (1) an MPL training course established with an air operator and approved by the foreign CAA, of at least 240 hours conducted in an aeroplane or in an approved Flight Simulation Training Device; and
  - (2) the Initial Operating Experience (IOE) Programme with the air operator as referred to in subparagraph (1).

### **FLYING EXPERIENCE REQUIREMENTS**

- 3 An applicant for a professional pilot licence conversion shall meet the flying experience requirements for the respective class of licence which he wishes to qualify.

**Note:** Foreign military flying hours will not be counted towards satisfying the flying experience requirements for licence conversion.

#### **Commercial Pilot Licence (Aeroplanes)**

- 4 To qualify for a CPL(A), the applicant shall hold a valid foreign CPL(A) or ATPL(A) and have completed a minimum of 200 total flying hours as pilot of aeroplanes, which shall include at least:
- (a) 100 hours as pilot-in-command (PIC) of aeroplanes of which at least 20 hours shall be cross-country or overseas flying including one flight of at least 300 nautical miles, in the course of which the aeroplane landed and came to rest at not less than two intermediate aerodromes;
  - (b) 5 hours of night flying, including at least 5 take-offs and 5 landings as PIC; and
  - (c) 10 hours of instrument flying as pilot-in-command (PIC) or pilot-under-instruction (P U/T) of aeroplanes.

**Note:** Flight time in microlight aeroplanes, or in self-launching motor gliders, will not be counted towards satisfying the above requirements.

#### **Commercial Pilot Licence (Aeroplanes) with Instrument Rating**

- 5 To qualify for a CPL (A) with an Instrument Rating (IR), the applicant shall hold a valid foreign CPL(A) or ATPL(A) with a valid IR. The applicant shall have completed a minimum of 200 total flying hours as pilot of aeroplanes which shall include at least:
- (a) 100 hours as pilot-in-command (PIC) of aeroplanes, of which at least 50 hours shall be cross-country or overseas flying including one flight of at least 300 nautical miles, in the course of which the aeroplane landed and came to rest at not

less than two intermediate aerodromes;

- (b) 5 hours of night flying, including at least 5 take-offs and 5 landings as PIC;
- (c) 40 hours of instrument flying, of which, 10 hours shall be as P U/T;
- (d) For an instrument rating with privileges restricted to single-engine aeroplanes, at least 30 hours of the 40 hours of instrument flying required in (c) shall be in single-engine aeroplanes;
- (e) For an unrestricted instrument rating:
  - (i) at least 20 hours of the 40 hours of instrument flying required in (c) shall be in multi-engine aeroplanes; and
  - (ii) 35 hours experience in multi-engine aeroplanes (whether or not under instrument flying).

**Note 1:** For the requirement of 40 hours instrument flying stated in paragraph 5(c), up to 20 hours may be instrument ground time as pilot-under-training (P U/T) or 30 hours as pilot-under-training (P U/T) if conducted in an approved Full Flight Simulator.

**Note 2:** Flight time in microlight aeroplanes, or in self-launching motor gliders will not be counted towards satisfying the above requirements.

#### **Multi-Crew Pilot Licence (Aeroplanes)**

5A To qualify for the grant of a MPL(A), the applicant must hold a valid foreign MPL(A) or ATPL(A); and have completed the following:

- (a) 40 hours of flying in an aeroplane;
- (b) 10 hours of flying as a pilot-in-command (PIC) in an aeroplane;
- (c) 5 hours of flying as a PIC in an aeroplane carrying out cross-country or overseas flying, including one flight of at least 150 nautical miles, in the course of which, the aeroplane landed and came to rest at not less than two intermediate aerodromes;
- (d) 5 hours of flying in an aeroplane carrying out night flying, including at least 5 take-offs and 5 landings as PIC or pilot-in-command under supervision (PIC U/S); and
- (e) 60 sectors of line flying in an aircraft certificated for multi-crew operations with the foreign air operator referred to in paragraph 2(i)(1).

**Note:** Flight time in microlight aeroplanes, or in self-launching motor gliders, will not be counted towards satisfying the above requirements.

#### **Airline Transport Pilot Licence (Aeroplanes)**

6 To qualify for the grant of an ATPL(A), the applicant must:

- (a) hold a valid foreign ATPL(A);

- (b) hold a valid Instrument Rating (IR);
- (c) meet the qualifying requirements, as pilot-in-command, for the inclusion of at least one multi-engine aeroplane type required to be operated with a co-pilot in the Aircraft Rating; and
- (d) have completed a minimum of 3,000 total flying hours as pilot of aeroplanes, consisting of at least:
  - (i)
    - (1) 500 hours of flying as PIC U/S; or
    - (2) 250 hours as a pilot-in-command (PIC), of which, a maximum of 150 hours may be as a PIC U/S;
  - (ii) 200 hours of cross-country or overseas flying, of which at least 100 hours shall be as PIC or PIC U/S;
  - (iii) 100 hours of night flying in aeroplanes, as PIC, PIC U/S or as co-pilot (P2), which shall comprise of:
    - (1) at least 25 hours on cross-country or overseas flying as PIC or PIC U/S including two flights terminating at an aerodrome not less than 65 nautical miles from the point of departure; and
    - (2) at least 5 take-offs and 5 landings as PIC;
  - (iv) 75 hours of instrument flying, which shall comprise of:
    - (1) at least 10 hours as pilot-under-training (P U/T);
    - (2) at least 20 hours in multi-engine aeroplanes; and
    - (3) as a P U/T, not more than 20 hours of instrument ground time or not more than 30 hours in an approved Full Flight Simulator; and
  - (v) 500 flying hours on civil registered multi-engine transport aeroplanes certificated for operation with a minimum crew of at least two pilots.

**Note:** Flight time in microlight aeroplanes, or in self-launching motor gliders, will not be counted towards satisfying the above requirements.

### **Commercial Pilot Licence (Helicopters)**

- 7 To qualify for a CPL(H), the applicant shall hold a valid foreign CPL(H) or ATPL(H) and have completed at least:
  - (a) 400 total flying hours as pilot-in-command (PIC) of helicopters of which at least 10 hours shall be cross-country or overseas flying, including a flight in the course of which landing at 2 different points shall be made;
  - (b) 5 hours of night flying as a pilot in helicopters, including 5 take-offs and 5 landing patterns as PIC; and

- (c) 10 hours of instrument flying as pilot-under-training (P U/T) of helicopters of which not more than 5 hours may be instrument ground time.

#### **Commercial Pilot Licence (Helicopters) with Instrument Rating**

- 8 To qualify for a CPL(H) with an Instrument Rating (IR), the applicant shall hold a valid foreign CPL(H) or ATPL(H) with a valid IR. The applicant shall have completed at least:
- (a) 400 hours total flying as PIC of helicopters, of which at least 50 hours shall be cross-country or overseas flying, including a flight in the course of which landing a flight in the course of which landing at 2 different points shall be made;
  - (b) 5 hours of night flying as a pilot in helicopters, including 5 take-offs and 5 landing patterns as PIC; and
  - (c) 40 hours of instrument flying as P U/T of helicopter, which shall include at least 5 hours gained in flight in the type of helicopter which the applicant wishes to qualify.

#### **Airline Transport Pilot Licence (Helicopters) with Instrument Rating**

- 9 To qualify for an ATPL(H) with an Instrument Rating (IR), the applicant shall:
- (a) hold a valid foreign ATPL(H) or a valid Singapore CPL(H) that was converted from a foreign professional pilot licence;
  - (b) hold a valid IR;
  - (c) meet the qualifying requirements, as pilot-in-command, for the inclusion of at least one helicopter type required to be operated with a co-pilot in the Aircraft Rating; and
  - (d) have completed a minimum of 1,000 total flying hours as pilot of helicopters, consisting of at least:
    - (i) 400 hours as pilot-in-command (PIC),
    - (ii) 200 hours of cross-country or overseas flying, of which at least 100 hours shall be as PIC including a flight in the course of which landing at 2 different points shall be made;
    - (iii) 50 hours of night flying, including 5 take-offs and 5 landing patterns as PIC; and
    - (iv) 40 hours of instrument flying as pilot-under-training (P U/T) of helicopters, which shall include at least 5 hours gained in flight in the type of helicopter which the applicant wishes to qualify.

### **ADDITIONAL CONVERSION REQUIREMENTS**

#### **Medical Standards**

- 10 The applicant shall pass the Class 1 Medical Examination as specified in the Fourteenth Schedule of the ANO and SASP 9.

### **Language Proficiency Requirements**

- 11 The applicant shall demonstrate the ability to speak and understand English language used for radio-telephony communications. He shall be required to have at least the Operational Level (Level 4) of the ICAO Language Proficiency Rating Scale to exercise the privileges of his Singapore professional pilot licence.
- 12 The applicant shall be assessed for his language proficiency in order to convert his foreign licence. This language proficiency assessment shall only be performed by the DGCA or persons authorised by the DGCA.

### **Ground Examination Requirements**

- 13 The applicant shall pass the theoretical knowledge examinations as specified in Chapter 3 on Ground Examinations at the appropriate level.
- 14 Despite paragraph 13, an applicant who has:
  - (a) a valid foreign aircraft rating or whose aircraft rating in the foreign licence has not lapsed for more than 5 years;
  - (b) a minimum of 700 total flying hours in the appropriate category of aircraft consisting of:
    - (i) at least 200 hours as pilot-in-command (PIC) or PIC U/S;
    - (ii) at least 100 hours of cross-country or overseas flying; and
    - (iii) at least 50 hours of instrument flying,

shall be examined on and pass the following theoretical knowledge examinations specified in Chapter 3 on Ground Examinations at the appropriate level:

- (1) Air Law;
- (2) Operational Procedures;
- (3) Human Performance, unless the applicant produces documentary evidence such as a result slip or letter from the foreign licensing authority to show a pass in an equivalent subject;
- (4) Performance, unless the application is for conversion to an ATPL(A), or the applicant produces documentary evidence such as a result slip or letter from the foreign licensing authority to show a pass in an equivalent subject at the appropriate level; and
- (5) Aircraft Type Technical examination for the aircraft rating to be endorsed on the Singapore licence, unless the applicant is current.

### **Instrument Rating**

- 15 An applicant for the grant of an IR on the Singapore professional pilot licence shall be required to pass the IR test, conducted by the DGCA or an Authorised Flight Examiner, in an aircraft.

**Note:** The IR test for a multi-crew aircraft type may be completed in a DGCA approved flight simulation training device.

### Aircraft Rating

- 16 The applicant shall meet the applicable training and flight test requirements in the following table for the inclusion of an aircraft rating in the Singapore licence.

Qualifying Conditions	Training Programme		Flight Test	
	Single-Pilot	Multi-Pilot	Single-Pilot	Multi-Pilot
(a) Pilot is current on the aircraft type sought	Nil	<p><b>If <math>\geq 500</math> hours on the aircraft type sought:</b> Complete a training programme of minimum 2 sessions in a full flight simulator (FFS).</p> <p><b>If <math>&lt; 500</math> hours on the aircraft type sought:</b> Complete a training programme of minimum 3 sessions in an FFS.</p>	Aircraft Rating Test	Aircraft Rating Test <sup>1</sup>
(b) (i) Pilot is not current but holds a valid aircraft rating on the aircraft type sought; or (ii) Pilot's aircraft rating on the aircraft type sought lapsed for $\leq 1$ year	Nil	<p><b>For conversion to CPL/ATPL:</b> Complete an Abbreviated Reactivation programme<sup>2</sup> (<math>\geq 4</math> FFS sessions)</p> <p><b>For conversion to MPL:</b> Complete Phase 4 of the MPL course<sup>5</sup>.</p>	Aircraft Rating Test	Aircraft Rating Test <sup>3</sup>
(c) Pilot's aircraft rating on the aircraft type sought lapsed for $> 1$ year but $\leq 5$ years	Nil	<p><b>For conversion to CPL/ATPL:</b> Complete a Reactivation programme<sup>4</sup>.</p> <p><b>For conversion to MPL:</b> Complete Phase 4 of the MPL course<sup>5</sup>.</p>	Aircraft Rating Test	Aircraft Rating Test <sup>3</sup>
(d) Pilot flew within the last 5 years but not on the aircraft type sought; and: (i) has no prior experience on aircraft type sought; or (ii) whose aircraft rating on the aircraft	Full Type Rating course	<p><b>For conversion to CPL/ATPL:</b> Complete a Full Type Rating course.</p> <p><b>For conversion to MPL:</b> Complete Phase 4 of the MPL course<sup>5</sup>.</p>	Aircraft Rating Test	Aircraft Rating Test <sup>3</sup>

type sought lapsed for > 5 years				
(e) (i) Pilot has not flown for > 5 years; or (ii) Pilot has no prior experience in multi-crew operations	Full Type Rating course	<b>For conversion to CPL/ATPL:</b> Complete the Multi-crew Cooperation (MCC) course, Jet Familiarisation course <sup>6</sup> , and a Full Type Rating course.  <b>For conversion to MPL:</b> Complete Phases 2, 3, and 4 of the MPL course <sup>5</sup> .	CPL General Flight Test (which includes the Aircraft Rating Test)	Aircraft Rating Test <sup>3</sup>

<sup>1</sup> The Aircraft Rating Test may be completed entirely in a DGCA approved flight simulation training device.

<sup>2</sup> An Abbreviated Reactivation programme is a type rating course of minimum 4 FFS sessions that covers the essential training items for someone who already has experience on the aircraft type.

<sup>3</sup> The Aircraft Rating Test may be completed in a DGCA approved flight simulation training device if applicant qualifies for a Zero Flight Time Training programme approved by the DGCA.

<sup>4</sup> A Reactivation Programme is a full type rating course without the procedural training in the Flight Training Device (FTD). It is a longer programme than the Abbreviated Reactivation programme but shorter than a full type rating course.

<sup>5</sup> Refer to SASP 10 for the details of the MPL course.

<sup>6</sup> The Jet Familiarisation course is only applicable if the applicant is seeking an Aircraft Rating for a jet aircraft type.

17      *-deleted-*

18      For the purpose of paragraph 16, “current” means the pilot:

- (a)      is currently rated on the aircraft type sought in the foreign licence;
- (b)      has completed at least 4 commercial operations in the aircraft type sought in the 12 months immediately preceding the date of application;
- (c)      has completed 2 proficiency checks of the aircraft type sought (in an aircraft or flight simulation training device approved by the foreign Civil Aviation Authority) in the 12 months immediately preceding the date of application. The 2 proficiency checks must not occur within a period of four months. At least one of these proficiency checks must have been carried out by the foreign CAA or its authorised representative, while the other may be carried out by the foreign operator; and  
**Note:** The proficiency check used to satisfy the pre-requisite specified paragraph 2(f) may be counted towards satisfying this requirement.
- (d)      has operated the flight controls of the aircraft type sought during at least three take-offs and landings in the 90 days immediately preceding the date of application, in an aircraft or a flight simulation training device approved by the foreign Civil Aviation Authority.



- 19 For the purpose of paragraph 16, one session of simulator training shall consist at least four hours of simulator training.
- 20 Notwithstanding anything in this Chapter, an applicant may be required to meet any additional conversion terms as the DGCA deems fit.

## **CHAPTER 12 SPECIAL LICENSING REQUIREMENTS FOR RSAF PILOTS**

### **1 APPLICATION**

- 1.1 The licensing requirements spelt out in this chapter apply only to Republic of Singapore Air force (RSAF) pilots who are in current flying practice in military aircraft. Foreign military pilots will not be accepted for licence conversion. Current flying practice in military aircraft is to be interpreted as having flown at least 50 hours as first pilot according to military procedures during the 12 months preceding the date of assessment for a licence. A RSAF pilot who is not in current flying practice will not be entitled to any special licensing terms as set out in this chapter and must meet the standard requirements as set out elsewhere in this publication.
- 1.2 The general information, application procedures and the medical requirements contained in Chapter 1 and 2 of this publication are also applicable to all RSAF pilots applying for a Singapore licence.

2 *-deleted-*

### **3 RECOGNITION OF MILITARY QUALIFICATIONS**

- 3.1 The flying hours accumulated by RSAF pilots during their military services will be credited. However, RSAF pilots are required to attend a further course of approved flying training before they can be accepted for flight tests conducted by a CAAS Inspector or an Authorised Flight Examiner for the issue of a professional pilot licence.

### **4 REQUIREMENT FOR APPROVED TRAINING**

- 4.1 In addition to meeting the minimum flying requirements as spelt out in Chapter 4 of this publication, RSAF pilots are required to undergo a DGCA-approved flight training programme to qualify for taking the flight test.
- 4.2 The following minimum flying training must be carried out in an approved flying training organisation for the following category of military pilots:
- (a) Fighter Pilots (Twin Engine Aircraft) and Military Transport Pilots – None.
  - (b) Fighter Pilots (Single-Engine Aircraft) – A minimum of 35 flying hours on twin engine aircraft.
  - (c) Helicopter Pilots – A minimum of 65 flying hours on single-engine aircraft and a minimum of 35 flying hours on twin engine aircraft.

5 *- deleted-*

## **APPENDIX A            FLIGHT INSTRUCTIONS AND SKILLS REQUIREMENTS FOR THE ISSUE OF A CPL AND ATPL**

### **1            FLIGHT INSTRUCTIONS**

#### **1.1        CPL (Aeroplanes)**

1.1.1 The applicant for a CPL(A) shall have received dual instruction in aeroplanes from an authorized flight instructor. The instructor shall ensure that the applicant has operational experience in the following areas to the level of performance required for the commercial pilot:

- (a) pre-flight operations, including mass and balance determination, aeroplane inspection and servicing;
- (b) aerodrome and traffic pattern operations, collision avoidance precautions and procedures;
- (c) control of the aeroplane by external visual reference;
- (d) flight at critically slow airspeeds; spin avoidance; recognition of, and recovery from, incipient and full stalls;
- (e) flight at critically high airspeeds; recognition of, and recovery from, spiral dives;
- (f) normal and cross-wind take-offs and landings;
- (g) maximum performance (short field and obstacle clearance) take-offs; short-field landings;
- (h) basic flight manoeuvres and recovery from unusual attitude by reference solely to basic flight instruments;
- (i) cross-country flying using visual reference, dead-reckoning and radio navigation aids; diversion procedures;
- (j) abnormal and emergency procedures and manoeuvres; and
- (k) operations to, from and transiting controlled aerodromes, compliance with air traffic services procedures, radiotelephony procedures and phraseology.

1.1.2 If the privileges of the licence are to be exercised at night, the applicant shall have received dual instruction in aeroplanes in night flying, including take-offs, landings and navigation.

#### **1.2        ATPL (Aeroplanes)**

1.2.1 The applicant shall have received the dual flight instruction required for the issue of the commercial pilot licence – aeroplane and for the issue of the instrument rating – aeroplane.

#### **1.3        CPL (Helicopters)**

1.3.1 The applicant shall have received dual instruction in helicopters from an authorized flight instructor. The instructor shall ensure that the applicant has operational experience in the

following areas to the level of performance required for the commercial pilot:

- (a) pre-flight operations, including mass and balance determination, helicopter inspection and servicing;
- (b) aerodrome and traffic pattern operations, collision avoidance precautions and procedures;
- (c) control of the helicopter by external visual reference;
- (d) recovery at the incipient stage from settling with power; recovery techniques from low-rotor rpm within the normal range of engine rpm;
- (e) ground manoeuvring and run-ups; hovering; take-offs and landings – normal, out of wind and sloping ground; steep approaches;
- (f) take-offs and landings with minimum necessary power; maximum performance take-off and landing techniques; restricted site operations; quick stops;
- (g) hovering out of ground effect; operations with external load, if applicable; flight at high altitude;
- (h) basic flight manoeuvres and recovery from unusual attitudes by reference solely to basic flight instruments;
- (i) cross-country flying using visual reference, dead-reckoning and radio navigation aids, diversion procedures;
- (j) abnormal and emergency procedures, including simulated helicopter equipment malfunctions, auto-rotating approach and landing; and
- (k) operations to, from and transiting controlled aerodromes, compliance with air traffic services procedures, radiotelephony procedures and phraseology.

1.3.2 If the privileges of the licence are to be exercised at night, the applicant shall have received dual instruction in helicopters in night flying, including take-offs, landings and navigation.

#### 1.4 ATPL (Helicopters)

1.4.1 The applicant shall have received the flight instruction required for the issue of the commercial pilot licence – helicopter.

## 2 **SKILLS**

### 2.1 CPL (Aeroplanes)

2.1.1 The applicant shall have demonstrated the ability to perform as pilot-in-command of an aeroplane, the procedures and manoeuvres described in Flight Instructions - CPL(A) with a degree of competency appropriate to the privileges granted to the holder of a commercial pilot licence – aeroplane, and to:

- (a) operate the aeroplane within its limitations;

- (b) complete all manoeuvres with smoothness and accuracy;
- (c) exercise good judgement and airmanship;
- (d) apply aeronautical knowledge; and
- (e) maintain control of the aeroplane at all times in a manner such that the successful outcome of a procedure or manoeuvre is never seriously in doubt.

## 2.2 ATPL (Aeroplanes)

2.2.1 The applicant shall have demonstrated the ability to perform, as pilot-in-command of a multi-engined aeroplane required to be operated with a co-pilot, the following procedures and manoeuvres:

- (a) pre-flight procedures, including the preparation of the operational flight plan and filing of the air traffic services flight plan;
- (b) normal flight procedures and manoeuvres during all phases of flight;
- (c) procedures and manoeuvres for IFR operations under normal, abnormal and emergency conditions, including simulated engine failure, and covering at least the following:
  - transition to instrument flight on take-off
  - standard instrument departures and arrivals
  - en-route IFR procedures and navigation
  - holding procedures
  - instrument approaches to specified minima
  - missed approach procedures
  - landings from instrument approaches
- (d) abnormal and emergency procedures and manoeuvres related to failures and malfunction of equipment, such as powerplant, systems and airframe; and
- (e) procedures for crew incapacitation and crew co-ordination, including allocation of pilot tasks, crew co-operation and use of checklists.

2.2.2 The applicant shall have demonstrated the ability to perform the procedures and manoeuvres described above with a degree of competency appropriate to the privileges granted to the holder of an airline transport pilot licence – aeroplane, and to:

- (a) operate the aeroplane within its limitations;
- (b) complete all manoeuvres with smoothness and accuracy;
- (c) exercise good judgement and airmanship;
- (d) apply aeronautical knowledge;
- (e) maintain control of the aeroplane at all times in a manner such that the successful outcome of a procedure or manoeuvre is never in doubt;
- (f) understand and apply crew co-ordination and incapacitation procedures; and

- (g) communicate effectively with the other flight crew members.

### 2.3 CPL (Helicopters)

2.3.1 The applicant shall have demonstrated the ability to perform as pilot-in-command of a helicopter, the procedures and manoeuvres described in Flight Instructions – CPL(H) with a degree of competency appropriate to the privileges granted to the holder of a commercial pilot licence – helicopter, and to:

- (a) operate the aeroplane within its limitations;
- (b) complete all manoeuvres with smoothness and accuracy;
- (c) exercise good judgement and airmanship;
- (d) apply aeronautical knowledge; and
- (e) maintain control of the helicopter at all times in a manner such that the successful outcome of a procedure or manoeuvre is never seriously in doubt.

### 2.4 ATPL (Helicopters)

2.4.1 The applicant shall have demonstrated the ability to perform, as pilot-in-command of a helicopter required to be operated with a co-pilot, the following procedures and manoeuvres:

- (a) pre-flight procedures, including the preparation of the operational flight plan and filing of the air traffic services flight plan;
- (b) normal flight procedures and manoeuvres during all phases of flight;
- (c) abnormal and emergency procedures and manoeuvres related to failures and malfunctions of equipment, such as powerplant, systems and airframe; and
- (d) procedures for crew incapacitation and crew co-ordination including allocation of pilot tasks, crew co-operation and use of checklists.

2.4.2 The applicant shall have demonstrated the ability to perform the procedures and manoeuvres described above with a degree of competency appropriate to the privileges granted to the holder of an airline transport pilot licence – helicopter, and to:

- (a) operate the helicopter within its limitations;
- (b) complete all manoeuvres with smoothness and accuracy;
- (c) exercise good judgement and airmanship;
- (d) apply aeronautical knowledge;
- (e) maintain control of the helicopter at all times in a manner such that the successful outcome of a procedures or manoeuvre is never in doubt;
- (f) understand and apply crew co-ordination and incapacitation procedures; and

- (g) communicate effectively with the other flight crew members.

INTENTIONALLY  
LEFT BLANK



## APPENDIX B RECORDING AND CREDITING OF FLIGHT TIME

Case	Operating Capacity	Required Licence Qualification	Designation in log book under 'Holder's operating capacity'	Recording of item in log book and crediting of such time toward licence experience requirements
1	2	3	4	5
A	Pilot-in-command (PIC)	Part 1: Appropriate PPL group	PIC or P1	Enter time in 'P1' column, Counted in full.
B	Co-pilot performing the duties of PIC under supervision of pilot-in-command (PIC U/S)  See Note 2	Part 1 or Part 2; Appropriate PPL group	PIC U/S	Enter time in 'P1' column. Counted in full toward licence experience requirements subject to certification by the pilot-in-command.
C	Co-pilot  See Note 3	Part 2 or Part 1	P2	Enter time in 'Second Pilot' or in 'Co-pilot (P2)' column. Counted in full toward overall licence experience requirements.
D	Co-pilot whilst holding PPL	Group B or C	P2	Enter times as for Case C. Counted in full towards overall licence experience requirements for professional pilots' licences.
E	<i>[Deleted]</i>			
F	Pilot on flight deck,;  (i) <i>[Deleted]</i>			
	(ii) Pilot supervising Co-pilot activities;	Part 1	P2	Enter time for Case C and count in full toward overall licence experience requirements.
	(iii) Other flying duties	N/A	SNY	Enter time in 'Any other flying' or spare column and annotate 'SNY'. Not counted toward licence experience requirements.
G	Pilot under instruction for the purpose of gaining a licence or rating, or for conversion to an aircraft type within a PPL Aircraft Rating group.	N/A for grant of a licence or Aircraft Rating. Otherwise Part 1 or Part 2, or appropriate PPL Aircraft Rating group.	P/UT	Enter time in 'Dual' column,  Counted in full toward overall licence experience requirements.

Case	Operating Capacity	Required Licence Qualification	Designation in log book under 'Holder's operating capacity'	Recording of item in log book and crediting of such time toward licence experience requirements
1	2	3	4	5
H	Pilot under instruction on an APPROVED COURSE of CPL, CPL/IR or MPL training acting as pilot-in-command under the supervision of a flying instructor.	N/A	PIC U/S	Enter time in 'P1' column.  Counted in full toward PIC requirements for grant of a CPL, CPL/IR or MPL subject to certification by the supervising pilot and to a maximum agreed between the DGCA and the flying training organisation conducting the Approved Course.
J	Pilot undergoing any form of flight test other than for the grant renewal or extension of an aircraft rating Part 2.	N/A for grant of a licence or Aircraft Rating. Part 2 for upgrade of Aircraft Rating from Part 2 to Part 1.  Otherwise, Part 1 or appropriate PPL Aircraft Rating group.	PIC U/S for successful test  P/UT for unsuccessful test	For successful test enter time in 'P1' column and have it certified by the aircraft commander. For unsuccessful tests enter time in 'Dual' column.  PIC U/S time counted in full within maximum specified in Cases B and H. P/UT time counted in full toward overall licence experience requirements.
K	Pilot undergoing a flight test in the capacity of co-pilot for grant of a licence or rating or for variation of rating, or in relation to Certificate of Test.	N/A for grant of a licence or Aircraft Rating. Otherwise, Part 2.	P2	As for Case C.
L	Student pilot flying as the sole occupant of an aircraft during training for the grant of a PPL, CPL or MPL.	N/A	PIC or P1	Enter time in 'P1' column.  Counted in full.
M	Student pilot flying as pilot-in-command during training for the grant of a CPL accompanied by:  Safety pilot	PPL with the appropriate Aircraft Rating for appropriate.  At least a PPL with the appropriate Aircraft Rating	PIC or P1  SNY	As for Case L.  As for Case F (iii)
N	Pilot undergoing AFI training as pilot-in-command accompanied by:  Pilot acting as 'student' for instructional purposes	Part 1; Appropriate PPL group  Part 1; Appropriate PPL group	PIC or P1  SNY	Roles in Column 2 are inter-changeable between pilots. Time spent as 'P1' to be entered and counted as for Case L. Time spent as 'student' to be entered and counted as for Case F (iii).

#### Notes:

- Whenever two pilots performing duties in the same capacity, share a particular operating duty on a flight, each pilot shall only record (in the appropriate column of his personal log book), the time when he actually performed such duty in the pilot or co-pilots seat during the flight. The time spent away from duty in the respective seat shall be logged as SNY as per F(iii) in the

foregoing table. Such time shall NOT count towards licence experience requirements, but shall apply for FDP and FTL.

2 A co-pilot performing the duties and functions of the pilot-in-command or under the supervision of the pilot-in-command, will be credited with the flight time towards licence experience requirements provided all the following conditions are met:

- (a) the flight conducted in an aircraft equipped to be operated by a co-pilot and the aircraft is operated in a multi-pilot operation;
- (b) the flight was conducted in an aircraft having a Certificate of Airworthiness which requires its flight crews to include not less than two pilots;
- (c) he was responsible for checking the accuracy of the flight plan, load sheet and fuel calculations for the flight;
- (d) he ensured that all crew checks were carried out in accordance with the laid down operation procedures;
- (e) throughout the flight he carried out all the duties and functions of pilot-in-command and conducted the take-off and the landing;
- (f) he resolved all meteorological, communication and air traffic control problems;
- (g) the pilot-in-command did not have to overrule any course of any course of action proposed or taken by the co-pilot; and
- (h) the pilot-in-command certifies in the co-pilot flying log book against the entry for that flight that it was carried out by the co-pilot acting as pilot-in-command under supervision. Such certification will be taken as confirming that all the foregoing conditions were met.

3 A pilot who seeks to claim flying hours as co-pilot in a multi-pilot operation to meet the overall flying experience requirements for a licence, as provided for in cases C, D, F (ii) or K, must meet the following requirements:

- (a) the flight was conducted in an aircraft required by:
  - (i) its Certificate of Airworthiness; or
  - (ii) Air Navigation (91 – General Operating Rules) Regulations 2018; or
  - (iii) Air Navigation (98 – Special Operations) Regulations 2018; or
  - (iv) Air Navigation (121 – Commercial Air Transport by Large Aeroplanes) Regulations 2018; or
  - (v) Air Navigation (135 – Commercial Air Transport by Helicopters and Small Aeroplanes) Regulations 2018,to be operated by a crew of not less than two pilots;
- (b) the flight was conducted for an Air Operator Certificate (AOC) holder on an aircraft

certificated to be operated by one pilot but equipped to be operated by a co-pilot, and the specific duties that the pilot is required to perform as a co-pilot are contained in the AOC holder's Operations Manual relating to the aircraft;

- (c) if the flight was conducted in a RSAF aircraft -
  - (i) the aircraft must be an aircraft that is normally flown by more than one pilot;
  - (ii) the flying hours must be acquired as a pilot and not in any other capacity (for example as a weapons system officer, flight engineer).

- 4 Flight time as PIC U/S, apart from as specifically provided for under Case J above, will only be allowable for the holder of a PPL subject to the terms of a prior agreement with the DGCA.
- 5 Any pilot conducting proficiency tests or training or supervision or supernumerary duties, from any seat other than the pilot or co-pilot seat, shall record (in the appropriate column of his logbook) such flying as SNY as per F(iii) in the foregoing table. Such time shall NOT count towards licence experience requirements, but shall apply for FDP and FTL.

