

Issued as part of the process of public consultation by the CAA

NOTICE OF PROPOSED AMENDMENT

(NPA 06/19)

AMENDMENT OF

AIR NAVIGATION TECHNICAL

REGULATIONS

ANTR PART II

(LICENSING REGULATIONS)

Flight Crew – Aeroplane (ANTR FCL 1)

Who this NPA applies to:

It is anticipated that this proposal will affect the following groups in the aviation industry:
Operators of Bahraini registered aircraft, aircraft engineering facilities and CAA staff

AERONAUTICAL LICENSING DIRECTORATE

NOTICE OF PROPOSED AMENDMENT
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1. INTRODUCTION

1.1 The Kingdom of Bahrain's aviation safety requirements are currently contained in the Civil Aviation Law and Air Navigation Technical Regulations. It has become CAA policy that the Air Navigation Technical Regulations will be gradually amended to reflect ICAO Annex SARPs and industry best practice (EASA). This NPA applies to Air Navigation Technical Regulations ANTR Part II (ANTR FCL 1).

1.2 The purpose of this Notice of Proposed Rule Making (NPA) is to:

- (a) Continue the process of formal public consultation on proposed amendments of the Air Navigation Technical Regulations; and
- (b) Ensure the adequacy of regulations governing operations of CAA registered in accordance with ICAO SARPS and international best regulatory practices; and
- (c) Determine the effect on the aircraft operator of the proposed regulations.

1.3 The CAA now seeks comments on this proposal from the aviation industry and the concerned parties before proceeding further.

1.4 Abbreviations

NPA Notice of Proposed Amendment

SARPS ICAO Standards and Recommended Practices

CAA Civil Aviation Affairs of the Kingdom of Bahrain

2. OBJECTIVE

2.1 The objective of this NPA is to amend ANTR Part II (ANTR FCL 1) Subparts H & I to the existing EASA regulations Part FCL Subpart 6 with regards to IRE (privileges/requirements), SFI (privileges/requirements/revalidation/renewal) and SFE (privileges/requirements/pre-requisites).

2.2 A number of regulatory criteria have been identified to guide the development of the Air Navigation Technical Regulations. The criteria require that the new regulation should:

- (a) be clear, concise and unambiguous;
- (b) be consistent with the Kingdom of Bahrain's international obligations;
- (c) be harmonized with ICAO SARPS and European standards, unless unique CAA circumstances require otherwise;
- (d) be outcome-based, to the greatest extent practicable;
- (e) be cost effective or cost neutral; and
- (f) be enforceable.

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3. REGULATORY PROPOSAL

- 3.1 The CAA considers that revision and modification of existing regulations along the lines of ICAO (SARPs) and industry best practice (EASA), is appropriate and consistent with CAA future objectives and regional harmonization.
- 3.2 The CAA considers that revision and modification of existing regulation along the lines of the European model is appropriate and consistent with future objectives and regional harmonization.
- 3.3 Amendment action is planned for **26 September 2019**.

4 AFFECT OF CHANGES

- 4.1 The persons affected by this NPA are:
- 4.1.1 Operators of the Bahraini registered aircraft;
 - 4.1.2 Engineering facilities; and
 - 4.1.3 CAA staff.
- 4.2 Effect on Existing Regulation. This NPA contains all of the necessary amendments for compliance with the existing EASA Part FCL Subpart 6 with regards to IRE (privileges/requirements), SFI (privileges/requirements/revalidation/renewal) and SFE (privileges/requirements/pre-requisites).
- 4.3 The effect of the proposed new regulations is considered to be generally cost neutral, with greater operational flexibility and guidance.
- 4.4 There would be no additional change in CAA inspections and compliance with the proposed regulations will be monitored and enforced through normal CAA surveillance activity.

5 PRESENTATION

The complete proposed amendment to the ANTRs is issued to Bahrain operators and published on CAA Q-Pulse System.

6 HOW TO SUBMIT COMMENTS ON THIS NPA

The Notice of Proposed Amendment process is the CAA's method of notifying and seeking comment from industry and the public with respect to proposed changes to rules. All submissions are evaluated and assessed with a view to incorporating any necessary changes to the draft regulations prior to their formal promulgation as law. In order to simplify collation and summarizing of comments, it is requested that responses be made on the NPA Response Sheet provided (Refer page 6) or a copy of the sheet, with additional comments attached as necessary. Responses can be individual or from industry working groups. Written comments quoting NPA 06/19 should be forwarded by **26 September 2019** to the CAA by post to P. O. Box 586, Kingdom of Bahrain or e-mail to Aerolicensing@mtt.gov.bh.

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7 SUMMARY OF RESPONSES

Subsequent to the closing date for comments, a Summary of Responses will be made publicly available in conjunction with the issue of the Final Rules for each Part. The CAA may contact persons in respect to submissions in order to clarify issues but is not obliged to individually acknowledge or respond to comments or submissions.

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NPA 06/19 RESPONSE SHEET
(ANTR FCL 1)

Please return this response sheet by **26 September 2019** by post to P. O. Box 586, Kingdom of Bahrain, or e-mail to Aerolicensing@mtt.gov.bh. Please indicate your acceptance or otherwise of the proposal by ticking [✓] the appropriate box below. Any additional constructive comments, suggested amendments or alternative action will be welcome and may be provided on this response sheet or by separate correspondence.

- The proposals are *acceptable without change*.
- The proposals are *acceptable but would be improved if the following changes were made:* (Please provide explanatory comment).

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- The proposals are *not acceptable but would be acceptable if the following changes were made:* (Please provide explanatory comment).

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- The proposals are *not acceptable under any circumstances.* (Please provide explanatory Comment).

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- Any other comments.

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Name.....Organization:.....

Address/Contact No:.....

Signed:.....Date:.....

Aviation Safety Rules & Regulations

ANTR FCL 1

Amendment to ANTR FCL 1 Subparts H and I are based on EASA Regulations Part FCL Subpart 6 (Examiners) with regards to IRE (privileges/requirements) SFI (privileges/requirement/revalidation/renewal) and SFE (privileges/requirements/pre-requisites).

Bahrain CAA Publication Revisions Highlight Sheet

ANTR: Part II CAP:_____ TPM: _____

The following pages of ANTR PART II (ANTR FCL 1) have been revised to EASA PART FCL Subpart 6 (EXAMINERS). Amendment to ANTR FCL 1 Subpart H and I.

Item	Paragraph number	Page	Reason
1	ANTR FCL 1.405	1-H-10	To comply with EASA PART FCL Subpart 6, FCL.915.SFI
2	ANTR FCL 1.410	1-H-11 1-H-12	To comply with EASA PART FCL Subpart 6, FCL.915.SFI
3	ANTR FCL 1.415	1-H-12	To comply with EASA PART FCL Subpart 6, FCL.915.SFI
4	ANTR FCL 1.450	1-I-3	To comply with EASA PART FCL Subpart 6, FCL.1010.IRE
5	ANTR FCL 1.455	1-I-3	To comply with EASA PART FCL Subpart 6, FCL.1005.SFE AND FCL.1010.SFE

ANTR-FCL 1.405 Synthetic flight instructor authorisation (aeroplane) (SFI(A)) – Privileges

(See ANTR-FCL 1.261(d))

(See Appendix 1 to ANTR-FCL 1.520 & 525)

The privileges of the holder of a SFI(A) authorisation are to carry out synthetic flight instruction, within the relevant aircraft category, for:

(a) ~~for type rating;~~ the issue, revalidation and renewal of an IR, provided that he/she holds or has held an IR in the relevant aircraft category and has completed an IRI training course.

~~(b) During:~~

~~(i) the basic phase of training of the MPL(A) integrated training course (see Appendix 1 to ANTR-FCL 1.520 & 1.525), provided he holds or has held a FI(A) or an IRI(A) rating and the requirements of ANTR-FCL 1.310(d) are met.~~

~~(ii) intermediate and advanced phases of training of the MPL(A) integrated training course (see Appendix 1 to ANTR-FCL 1.520 & 1.525), provided the requirements of ANTR-FCL 1.310(d) are met.~~

(b) in the case of SFI for multi-pilot aeroplanes:

(1) the issue, revalidation and renewal of type ratings;

(i) multi-pilot aeroplanes;

(ii) single-pilot high performance complex aeroplanes when the applicant seeks privileges to operate in multi-pilot operations;

(2) MCC;

(3) The MPL course on the basic, intermediate and advanced phases, (see Appendix 1 to ANTR-FCL 1.520 & 1.525), provided that, for the basic phase, he/she holds or has held an FI(A) or an IRI(A) rating and the requirements of ANTR-FCL 1.310(d) are met.

(c) For multi-crew co-operation (see ANTR-FCL 1.261(d)).

ANTR-FCL 1.410 SFI(A) – Requirements

(See Appendix 1 to ANTR-FCL 1.240)

(See Appendix 1 to ANTR-FCL 1.365)

(See AMC FCL 1.365)

(a) An applicant for a SFI(A) authorisation shall:

- (a) ~~hold or have held a professional pilot licence issued by an ICAO Contracting State acceptable to the Authority;~~ hold or have held a CPL, MPL or ATPL in the appropriate aircraft category;
- (b) ~~have completed the simulator content of the applicable type rating course at an approved FTO or TRTO;~~ have completed the proficiency check for the issue of the specific aircraft type rating in an FFS representing the applicable type, within the 12 months preceding the application as set out in Appendix 1 and 2 to ANTR-FCL 1.240 on a flight simulator of the applicable type; and
- (c) additionally, for an SFI(A) for multi-pilot aeroplanes have:
 - (3) ~~have at least 1500 hours flying experience as pilot on multi-pilot aeroplanes;~~
 - (1) At least 1 500 hours flight time as a pilot on multi-pilot aeroplanes
 - (2) Completed, as a pilot or as an observer, within the 12 months preceding the application, at least:
 - (i) 3 route sectors on the flight deck of the applicable aircraft type; or
 - (ii) 2 line-orientated flight training-based simulator sessions conducted by qualified flight crew on the flight deck of the applicable type. These simulator sessions shall include 2 flights of at least 2 hours each between 2 different aerodromes, and the associated pre-flight planning and de-briefing;
 - (3) have completed an approved TRI(A) course (see Appendix 1 to ANTR-FCL 1.365 and AMC FCL 1.365);
 - (5) ~~have conducted on a complete type rating course at least 3 hours of flight instruction related to the duties of a TRI(A) on the applicable type of aeroplane under the supervision and to the satisfaction of a TRI(A) notified by the Authority for this purpose;~~
 - (6) ~~have completed within a period of 12 months, preceding the application, a proficiency check as set out in Appendix 1 and 2 to ANTR-FCL 1.240 on a flight simulator of the applicable type; and~~
 - (7) (i) ~~have completed within a period of 12 months, preceding the application, at least three route sectors as an observer on the flight deck of the applicable type or similar type as agreed by the Authority, or~~
 - (ii) ~~have completed within a period of 12 months preceding the application, at least 2 LOFT based simulator sessions conducted by qualified flight crew as an observer on the flight deck of the applicable type or similar type as agreed by the Authority. These simulator sessions shall include:~~

- ~~(A) flight between 2 different airports of at least 2 hours duration each, and~~
- ~~(B) associated pre flight planning and de briefing.~~

The requirements above are fulfilled if the applicant has been issued a specific authorisation in accordance with Appendix 1 to ANTR-FCL 1.300 and comply with the requirements of ANTR-FCL 1.415.

- ~~(b) If the privileges are to be extended to further types of multi-pilot aeroplanes the holder shall have:~~
 - ~~(1) satisfactorily completed the simulator content of the relevant type rating course; and~~
 - ~~(2) conducted on a complete type rating course at least 3 hours of flight instruction related to the duties of a TRI(A) on the applicable type of aeroplane under the supervision and to the satisfaction of a TRI(A) notified by the Authority for this purpose.~~

The privileges of the SFI shall be restricted to the FTD 2/3 or FFS of the aircraft type in which the SFI training course was taken.

The privileges may be extended to other FSTDs representing further types of the same category of aircraft when the holder has:

- (a) Satisfactorily completed the simulator content of the relevant type rating course; and
- (b) Conducted on a complete type rating course at least 3 hours of flight instruction related to the duties of an SFI on the applicable type under the supervision and to the satisfaction of a TRE qualified for this purpose.

ANTR-FCL 1.415 SFI(A) – Revalidation and renewal

(See Appendix 1 to ANTR-FCL 1.240)

(See Appendix 1 to ANTR-FCL 1.365)

(See AMC FCL 1.365)

- (a) For revalidation of a SFI(A) authorisation the applicant shall within the last 12 months of the validity period of the authorisation , fulfill the following requirements:
 - ~~(1) conduct one simulator session of at least 3 hours as part of a complete type rating/refreshers/recurrent training course and~~
 - (1) Complete 50 hours as an instructor or an examiner in FSTDs, of which at least 15 hours shall be within the 12 months preceding the expiry date of the SFI certificate;
 - (2) Receive instructor refresher training as an SFI at an ATO;

- (3) Have completed a proficiency check as set out in Appendix 1 and 2 to ANTR-FCL 1.240 on a flight simulator of the appropriate type.
- (b) If the authorisation has lapsed the applicant shall have:
- (1) completed the simulator content of the applicable type rating course;
 - (2) successfully completed an approved TRI(A) course as agreed by the Authority (see Appendix 1 to ANTR-FCL 1.365 and AMC FCL 1.365)
 - (3) conducted on a complete type rating course at least 3 hours of flight instruction related to the duties of a TRI(A) on the applicable type of aeroplane under the supervision and to the satisfaction of a TRI(A) notified by the Authority for this purpose.
 - (4) have completed a proficiency check as set out in Appendix 1 to ANTR-FCL 1.240 on a flight simulator of the appropriate type.

ANTR-FCL 1.450 Instrument rating examiner (aeroplane) (IRE(A)) – Privileges/ Requirements

~~The privileges of an IRE(A) are to conduct skill tests for the initial issue and proficiency checks for the revalidation or renewal of instrument ratings, provided that the examiner has completed not less than 2 000 hours flight time as a pilot of aeroplanes, including not less than 450 hours flight time under IFR of which 250 hours shall be as a flight instructor~~

The privileges of the holder of an IRE certificate are to conduct skill tests for the issue, and proficiency checks for the revalidation or renewal of EIRs or IRs.

- (a) IRE(A). Applicants for an IRE certificate for aeroplanes shall hold an IRI(A) and have completed:
 - (1) 2 000 hours of flight time as a pilot of aeroplanes; and
 - (2) 450 hours of flight time under IFR, of which 250 hours shall be as an instructor.

ANTR-FCL 1.455 Synthetic flight examiner (aeroplane) (SFE (A)) – Privileges/Requirements

- (a) The privileges of an SFE(A) are to conduct in a flight simulator:
 - (1) ~~skill tests for the issue of type ratings for multi-pilot aeroplanes;~~ skill tests and proficiency checks for the issue, revalidation or renewal of type ratings for multi-pilot aeroplanes.

- (2) ~~proficiency checks for revalidation or renewal of multi-pilot type and instrument ratings provided that the examiner holds an ATPL(A), has completed not less than 1500 hours of flight time as a pilot of multi-pilot aeroplanes and is entitled to exercise the privileges of a SFI(A) and for the purpose of (a) above holds a valid type rating on the applicable aeroplane type. (see ANTR FCL 1.405).~~
proficiency checks for revalidation or renewal of IRs, provided that the SFE complies with ANTR FCL 1.450 for the applicable aircraft category;
- (3) skill tests for ATPL(A) issue;
- (4) skill tests for MPL issue, provided that the examiner has complied with the requirements in ANTR FCL 1.310
- (5) assessments of competence for the issue, revalidation or renewal of an SFI certificate in the relevant aircraft category, provided that the examiner has completed at least 3 years as an SFE.

Applicants for an SFE(A) certificate for aeroplanes shall:

- (1) hold or have held an ATPL(A), a class or type rating and an SFI(A) certificate for the applicable type of aeroplane;
- (2) have at least 1 500 hours of flight time as a pilot on multi-pilot aeroplanes;
- (3) for the initial issue of an SFE certificate, have completed at least 50 hours of synthetic flight instruction as an SFI(A) on the applicable type.