



**BELIZE CIVIL AVIATION REGULATIONS
AERONAUTICAL PERSONNEL LICENSING**

SECTION 1

BCAR - APL

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**PART I
DEFINITIONS**

1. These Regulations may be cited as the Belize Civil Aviation Regulations Aeronautical Personnel Licensing (BCAR APL).

1.1 Definitions

When the following terms are used in the BCAR-APL, they have the following meanings:

Accredited medical conclusion: The conclusion reached by one or more medical experts acceptable to the Director for the purposes of the case concerned, in consultation with flight operations or other experts as necessary.

AMC: Acceptable Means of Compliance, a compiled list of procedures that establishes the way that persons or persons involved on aircraft operations must comply with the said regulation or set of regulations.

Aeronautical experience:

Pilot time obtained in an aircraft, approved flight simulator or approved flight training device for meeting the training and flight time requirements of these Regulations.

Aeronautical knowledge test: A test on the aeronautical knowledge areas required for an airman license or rating that can be administered in written form or by a computer.

Aeroplane: A power-driven heavier-than-air aircraft, deriving its lift in flight chiefly from aerodynamic reactions on surfaces which remain fixed under given conditions of flight.

Aircraft: Any machine that can derive support in the atmosphere from the reactions of the air other than the reactions of the air against the earth's surface.

Aircraft avionics: Any electronic device - including its electrical part -- for use in an aircraft, including radio, automatic flight control and instrument systems.

Aircraft – category: The classification of aircraft according to specified basic characteristics such as aeroplane, glider, airship, helicopter or free balloon.

Aircraft component: Any component part of an aircraft up to and including a complete power plant and any operational or emergency equipment.

Aircraft maintenance program: A maintenance programme approved by the Director.

Aircraft - type of: All aircraft of the same basic design including all modifications thereto except those modifications which result in a change in handling or flight characteristics.



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Airframe: The fuselage, booms, nacelles, cowlings, fairings, airfoil surfaces, including rotors but excluding propellers and rotating airfoils of a powerplant, landing gear of an aircraft and their accessories and controls.

Aircraft maintenance engineer: A person approved by the Director to perform defined maintenance upon aeronautical products and includes persons similarly qualified by other Contracting States and referred to as "licensed mechanic", "certificated mechanic" or "certified mechanic", "aviation maintenance technician", "aircraft maintenance technician license holder" or by any other term which means an aircraft maintenance engineer.

Airmanship: The consistent use of good judgment and well-developed knowledge, skills and attitudes to accomplish flight objectives.

Airman License: Either a pilot license, flight engineer license, an air traffic control license, aircraft maintenance license issued in accordance with these Regulations.

Air operator: A person who undertakes to engage in domestic commercial air transport or international commercial air transport, whether directly or indirectly or by a lease or any other arrangement.

Air transport service: A service for the carriage by air of passengers, cargo or mail.

Air traffic control: A service that promotes the safe, orderly, and expeditious flow of air traffic at airports and during the approach, departure and en route environments.

Air traffic control facility: An area control centre, approach control unit and an airport control tower.

Approved training: Training conducted under special curricula and supervision approved by a Contracting State that, in the case of flight crew members, is conducted within an approved training organization.

Approved training organization: An organization approved by a Contracting State in accordance with the requirements of Annex 1 to perform flight crew training and operating under the supervision of that State.

Approved flight training device:

A flight training device that has:

- (a) A cockpit that accurately replicates a specific make, model and type of aircraft cockpit; and
- (b) Handling characteristics that accurately model the aircraft handling characteristics.

Approved maintenance organization: An organization approved by the Director or by a Civil Aviation Authority of another Contracting State to perform specific aircraft maintenance activities including the inspection, overhaul, maintenance, repair and modification and release to service of aircraft or aeronautical products.

Aircraft certificated for single-pilot operation: A type of aircraft which the State of Registry has determined, during the certification process, can be operated safely with a minimum crew of one pilot.



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Aircraft required to be operated with a co-pilot: A type of aircraft that is required to be operated with a co-pilot, as specified in the flight manual or by the air operator certificate.

ATS surveillance service: A term used to indicate a service provided directly by means of an ATS surveillance system.

Approved Maintenance programme: A maintenance programme approved by the State of Registry.

Approved training: Training carried out under special curricula and supervision approved by the Director.

Aviation document: A license, permit, accreditation, certificate or other document issued by the Director to a person or in respect of an aeronautical product, airport facility or service.

Balloon: A non-power driven, lighter-than-air aircraft;
"Belizean registered aircraft" means a civil aircraft registered in Belize.

Belizean air operator certificate: An air operator certificate issued by the Director under the Civil Aviation Act.

Certify as airworthy (to): To certify that an aircraft or parts thereof comply with current airworthiness requirements after maintenance has been performed on the aircraft or parts thereof.

Commercial air transport: The transport by air of passengers, cargo or mail for remuneration or hire.

Competency: A combination of skills, knowledge and attitudes required to perform a task to the required standard.

Competency element: An action that constitutes a task that has a triggering event and a terminating event that clearly defines its limits, and an observable outcome.

Competency unit: A discrete function consisting of a number of competency elements.

Complex aeroplane: An aeroplane that has a retractable landing gear, flaps and a controllable pitch propeller.

Co-pilot: A licensed pilot serving in a piloting capacity other than as pilot-in-command, who is designated as co-pilot and who meets the requirements under these Regulations for such position.

Core curriculum: A set of courses approved by the Director for use by an approved aviation training organization and its satellite approved aviation training organizations consisting of training that is required for licensing or aircraft ratings, but does not include training for tasks and circumstances unique to a particular user.

Course: A programme of instruction to obtain:
(a) An airman license; and
(b) Rating, qualification or authorization.



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Credit: Recognition of alternative means or prior qualifications.

Course ware: Instructional material developed for each course or curriculum, including lesson plans, flight event descriptions, computer software programs, audio-visual programs, workbooks and handouts.

Crew resource management: A programme designed to improve the safety of flight operations by optimizing the safe, efficient and effective use of human resources, hardware and information through improved crew communications and coordination.

Cross-country: A flight between a point of departure and a point of arrival following a pre-planned route using standard navigation procedure.

Currency: A period of validity of a medical assessment required for an airman license.

BDCA – Belize Department of Civil Aviation.

Dual instruction time: Flight time during which a person is receiving flight instruction from a properly authorized pilot on board the aircraft.

Error: An action or inactivity by the flight crew that leads to deviations from organizational or flight crew intentions or expectations.

Error management: The process of detecting and responding to errors with countermeasures that reduce or eliminate

the consequences of errors and mitigate the probability of further errors or undesired aircraft states.

Examiner: A person designated by the Director to conduct aeronautical knowledge tests or other tests for which he is qualified.

Flight crew member: A licensed crew member charged with duties essential to the operation of an aircraft during flight time.

Flight plan: Specified information provided to air traffic services units through the Aeronautical Reporting office, relative to an intended flight or portion of a flight of an aircraft.

Flight information centre: A unit established to provide flight information service and alerting service.

Flight information region: Airspace of defined dimensions within which flight information service and alerting service are provided.

Flight simulation training device: Any one of the following three types of apparatus in which flight conditions are simulated on the ground:

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



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

(c) **A basic instrument flight trainer**, which is equipped with appropriate instruments, and which simulates the flight deck environment of an aircraft in flight in instrument flight conditions.

Flight simulator: A device that:

(a) is a full-size aircraft cockpit replica of a specific type, make, model and series of aircraft;

(b) includes the hardware and software necessary to represent the aircraft in ground and flight operations;

(c) uses a force cueing system that provides cues at least equivalent to those cues provided by a 3-degree freedom of motion system;

(d) uses a visual system that provides at least a 45-degree horizontal field of view and a 30-degree vertical field of view simultaneously for each pilot; and

(e) Has been approved or accepted by the Director.

Flight test examiner: A person designated by the Director to conduct an evaluation in an aircraft, flight simulator or a flight training device for a particular type of aircraft for an operator or aviation training organization.

Flight time aeroplanes: The total time from the moment an aircraft first moves for

the purpose of taking off until the moment it comes to rest at the end of the flight.

Glider: A non-power-driven heavier-than-air aircraft, deriving its lift in flight chiefly from aerodynamic reactions on surfaces which remain fixed under given conditions of flight.

Flight time (glider): The total time occupied in flight, whether being towed or not, from the moment the glider first moves for the purpose of taking off until the moment it come to rest at the end of the flight.

Flight time (helicopters): The total time from the moment a helicopter first moves under its own power for the purpose of taking off until the rotors are next stopped.

Flight training equipment: An aircraft, flight simulator or a flight training device.

Gyroplane: A heavier-than-air aircraft supported in flight reactions of the air on one or more rotors which rotate freely substantially vertical axis.

High performance aeroplane: An aeroplane with an engine more than 200 horse power.

Helicopter: A heavier-than-air aircraft supported in flight chiefly by the reactions of the air on one or more power-driven rotors substantially vertical axis.

Human performance: Human capabilities and limitations which have an impact on the safety and efficiency of aeronautical operations.



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Inspection: The examination of an aircraft or aeronautical product to establish compliance with a standard approved by the Director.

Inspector: A person designated by the Director under **BCAR-APL 2.1.4** to conduct an inspection, aeronautical knowledge test, skill test and proficiency check, as applicable, for an airman license and ratings.

Instrument approach: Procedure for approach prescribed by the Civil Aviation Authority having jurisdiction over an airport.

Instrument flight time: Time during which a pilot is piloting an aircraft solely by reference to instruments.

Instrument ground time: Time during which a pilot is practicing, on the ground, simulated instrument flight in a synthetic flight trainer approved by the Director.

Instrument time: Instrument flight time or instrument ground time.

Instrument training: Training that is received from an authorized instructor under actual or simulated instrument meteorological conditions.

Licensing Unit of the BDCA: The Authority designated by the BDCA as responsible for the licensing of personnel.

Note. In the provisions of this Belize Civil Aviation Regulation (**BCAR**), the Licensing

division is deemed to have been given the following responsibilities by the BDCA:

- a) Assessment of an applicant's qualifications to hold a license or rating;
- b) Issue and endorsement of licenses and ratings;
- c) Designation and authorization of approved persons;
- d) Approval of training courses;
- e) Approval of the use of synthetic flight trainers and authorization for their use in gaining the experience or in demonstrating the skill required for the issue of a license or rating; and
- f) Validation of licenses issued by other States.

Likely: In context of the medical provisions in **BCAR-APL (VI): likely** means with a probability of occurring that is unacceptable to the medical assessor.

Large aircraft: An aeroplane having a maximum certified takeoff mass of 12,500 LBS (5 700 kilograms) or more or a helicopter having a maximum certified takeoff mass of 3 180 kilograms or more.

Maintenance: The performance of tasks required to ensure the continuing airworthiness of an aircraft, including anyone or combination of overhaul, inspection, replacement, defect rectification and the embodiment of a modification or repair.

Medical assessment: The evidence issued by a Contracting State that the license holder meets specific requirements of medical fitness following an evaluation by



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the Licensing Authority of the report submitted by the designated medical examiner who conducted the examination of the applicant for the license.

Medical assessor: A physician, appointed by the Licensing Authority, qualified and experienced in the practice of aviation medicine and competent in evaluating and assessing medical conditions of flight safety significance.

Medical examiner: A physician with training in aviation medicine and practical knowledge and experience of the aviation environment, who is designated by the Licensing Authority to conduct medical examinations of fitness of applicants for licenses or ratings for which medical requirements are prescribed.

Medical certificate: A Class 1, Class 2 or Class 3 medical certificate issued in accordance with Part IX.

Minimum equipment list (MEL): A list approved by the Director which provides for the operation of aircraft subject to specified conditions, with particular equipment inoperative, prepared by an air operator or operator of an aircraft, in compliance with or more restrictive than, the master minimum equipment list established for the aircraft type by the aircraft manufacturer and approved in the State of Design.

National air operator: A person who has been issued a Belizean Air Operator Certificate by the Director under the Civil Aviation Act.

Night: The hours between the end of evening civil twilight, when the centre of the

disc of the sun is 6° below the horizon and the beginning of the morning civil twilight, when the centre of the disc of the sun is 6° below the horizon.

Operating position: An air traffic control function performed within or directly associated with an air traffic control facility.

Performance criteria: Simple, evaluative statements on the required outcome of the competency element and a description of the criteria used to judge whether the required level of performance has been achieved.

Pilot: A person holding a student pilot license, private pilot license, commercial pilot license or airline transport pilot license issued in accordance with these Regulations.

Pilot (to): To manipulate the flight controls of an aircraft during flight time.

Pilot in command: The pilot designated by the operator, or in the case of general aviation, the owner, as being in command and charged with the safe conduct of a flight.

Pilot in command under supervision: Co-pilot performing, under the supervision of the pilot-in-command, the duties and functions of a pilot-in command, in accordance with a method of supervision acceptable to the Licensing Authority.

Pilot time: That time in which a person:
(a) Serves as a required pilot;



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(b) receives training from an authorized instructor in an aircraft, flight simulator, or approved flight training device; or

(c) gives training as an authorized instructor in an aircraft, flight simulator, or approved flight training device.

Powered-lift: A heavier-than-air aircraft capable of vertical takeoff, vertical landing, low speed flight that depends principally on engine-driven lift devices or engine thrust for the lift during these flight regimes and on non-rotating airfoils for lift during horizontal flight.

Powerplant: An engine that is used or intended to be used for propelling an aircraft and includes turbo superchargers, appurtenances, and accessories necessary for its functioning, but does not include propellers.

Problematic use of substances: The use of one or more psychoactive substances by aviation personnel in a way that:

(a) constitutes a direct hazard to the user or endangers the lives, health or welfare of others; or

(b) causes or worsens an occupational, social, mental or physical problem or disorder.

Proficiency check: A competency test on areas of operation to assess continued skills for a license, certificate, rating, or authorization that is conducted by having the applicant respond to questions and demonstrate maneuvers in flight, in a flight simulator, an approved flight training device or in a combination of these.

Propeller: A device for propelling an aircraft that has blades on a powerplant - driven shaft and that, when rotated, produces by its action on the air, a thrust approximately perpendicular to its plane of rotation and includes control components normally supplied by its manufacturer, but does not include main and auxiliary rotors or rotating airfoils of powerplants.

Psychoactive substances: Alcohol, opioids, cannabinoids, sedatives and hypnotics, cocaine, other psycho stimulants, hallucinogens, and volatile solvents, whereas coffee and tobacco are excluded.

Quality system: Documented organizational procedures and policies, internal audit of those policies and procedures, management review and recommendations for quality improvement.

Rated air traffic controller: An air traffic controller holding a license and valid rating appropriate to the privileges to be exercised.

Rating: An authorization entered on or associated with a license or certificate and forming part thereof, stating special conditions, privileges or limitations pertaining to such license or certificate.

Recency: The prescribed period of time since an airman last exercised the privileges of his license, rating or authorization.

Release to service: An aeronautical product certified as either airworthy or serviceable that is permitted to return to normal operations.



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Rendering (a license) valid: The action taken by a Contracting State as an alternative to issuing its own license, in accepting a license issued by any other Contracting State as the equivalent of its own license.

Sign a maintenance release (to). To certify that maintenance work has been completed satisfactorily in accordance with the applicable Standards of airworthiness, by issuing the maintenance release referred to in Belize Civil Aviation Regulation (BCAR-43, BCAR APL PART 10 and BCAR Ops 01).

Significant: In the context of the medical provisions in Chapter 6, significant means to a degree or of a nature that is likely to jeopardize flight safety.

Skill test: A competency test on the areas of operations for the initial issue of a license, certificate, rating, or authorization that is conducted by having the applicant respond to questions and demonstrate maneuvers in flight, in a flight simulator, an approved flight training device or in a combination of these.

Small airplane: An airplane having a maximum certified take-off mass of less than 12,500 lbs (5 700 kilograms).

Solo flight: Flight time during which a student pilot is the sole occupant of the aircraft, or that flight time during which the student acts as a pilot in command of a gas balloon or an airship requiring more than one flight crew member.

Solo flight time: Flight time during which a student pilot is the sole occupant of an aircraft.

State of Registry: The Contracting State on whose register an aircraft is entered.

Threat: Events or errors that occur beyond the influence of an operational person, increase operational complexity and must be managed to maintain the margin of safety.

Threat management: The process of detecting and responding to threats with countermeasures that reduce or eliminate the consequences of threats and mitigate the probability of errors or undesired aircraft states.

Training programme: A programme that consists of courses, courseware, facilities, flight training equipment, and qualified personnel necessary to accomplish a specific training objective and may include core curriculum and a specialty curriculum.

Training time: The time spent receiving, from an authorized instructor, flight training, ground training, or simulated flight training in a flight simulator or approved flight-training device.

Type rating: A rating issued with respect to a specific type of aircraft.

Unmanned free balloon: A non-power-driven, unmanned, and lighter-than-air aircraft in free flight.



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**BCAR APL
PART 2**

BCAR-APL 2.1 General rules concerning licenses

BCAR-APL 2.1 General rules concerning licenses

address commercial air transport operations.

BCAR-APL 2.1.1 Regulations made under the Civil Aviation Act shall apply to all persons:

BCAR-APL 2.1.4 The Director may appoint such number of persons to be inspectors for the purpose of carrying out the requirements of the Act.

(a) Operating or maintaining

BCAR-APL 2.1.5 An inspector appointed by way of BCAR APL 2.1.4 is authorized to act as an examiner in respect of the Act or Regulations made thereunder.

(i) A Belizean aircraft;

(ii) An aircraft registered in another Contracting State that is operated by a person licensed in Belize and maintained in accordance with the standards of the aircraft State of Registry, wherever that maintenance is performed; and

(iii) An aircraft of other Contracting States operating in Belize;

BCAR-APL 2.1.6 The Director may for the purpose of the Civil Aviation Act or these regulations:

(b) Certified under these regulations; and

(c) Who engages in an operation governed by these regulations and who do not have the appropriate certificate, operations specification or similar document required as part of the certification.

(a) Approve persons, processes, procedures, programs and aviation documents in accordance with the Civil Aviation Act or regulations;

(b) Accept aviation data, documents or approved documents of another Contracting State; and

(c) Vary any procedures, processes, programs or aviation documents approved under the Civil Aviation Act or these regulations.

BCAR-APL 2.1.2 Specific standards applicable to the holder of a certificate shall apply where they conflict with a more general regulation.

BCAR-APL 2.1.3 Foreign air operators who conduct commercial air transport into, from or within Belize, shall be governed by the provisions of the operations specification issued by the Director, and by those provisions and any other requirements under the Civil Aviation Act, that specifically

BCAR-APL 2.1.7 No personal liability shall be attached to any inspector designated in BCAR-APL 2.1.4 in respect of any act or omission done, permitted to be done, or omitted in good faith for the purpose of carrying out the requirements of the Civil Aviation Act, or these regulations.



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BCAR-APL 2.2 Requirement to have approved license, rating or authorization.

BCAR-APL 2.2.1 No person shall perform any aviation related function requiring a license, rating, authorization, approval or certificate unless that person has been issued with or has had his license, rating, authorization, approval or certificate validated by the Director for the performance of that function.

BCAR-APL 2.3 Specifications of airman license

BCAR-APL 2.3.1 An airman license issued by the Director under this Part shall

- (a) Be in the prescribed form;
- (b) Be in the English Language; and
- (c) Contain:
 - (I) the words "**Belize**";
 - (II) the **title of the license**;
 - (III) the **serial number of the license**, in Arabic numerals, given by the Authority issuing the license;
 - (IV) the **name** of the holder in full
 - IV a) Date of birth** of the holder;
 - (V) the **address** of the holder
 - (VI) the **nationality** of the holder;
 - (VII) the **signature** of the holder;
 - (VIII) Authority and, where necessary, conditions under which the license is issued;
 - (ix) **Certification** concerning the validity and authorization for the holder to exercise such privileges appropriate to the license;
 - (x) The **signature** of the officer issuing the license and the **date of such issue**;
 - (xi) a **seal or stamp** of the authority issuing the license;

(xii) ratings, such as **category, class, type of aircraft, airframe and airport control**;

(xiii) **remarks**, including special endorsements relating to limitations and endorsements for privileges, including from 2008 an endorsement for language proficiency; and other information required in pursuance to Article 39 of the Chicago Convention

(xiv) a **photograph** and such other details as required by the Director.

BCAR-APL 2.3.2 Item headings on a license shall be uniformly numbered in roman numerals as indicated in BCAR-APL 2.3.1 (c), so that on any license the number will, under any arrangement, refer to the item heading.

BCAR-APL 2.3.3 An airman's license issued in accordance with these regulations will be valid for 12 calendar months, expiring on the last day of the month of expiration.

BCAR-APL 2.3.4 The exercise of any of the privileges of an airman's license issued under these regulations shall be dependent upon the validity of such license in respect of

- (a) The medical currency of such airman's license;
- (b) The competency of the airman; and
- (c) The recency of experience of the airman.

BCAR-APL 2.3.5 Notwithstanding BCAR-APL 2.3.4 (a), a person is not required to hold a current medical certificate where he is exercising the privileges set out in the BDCA Acceptable Means of Compliance.



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BCAR-APL 2.4 Display of aviation documents

BCAR-APL 2.4.1 A person required by the Act or Regulations, to have an airman's license or aviation document, shall have it in his physical possession, readily accessible in the aircraft or at his work site when exercising the privileges of such license or aviation document.

BCAR-APL 2.4.2 A person referred to in BCAR-APL 2.4.1, shall produce the license or aviation document for inspection by the Director or an inspector upon request, or within a time to be determined by the Director or the inspector.

BCAR-APL 2.4.3 In order to act as a pilot or flight engineer of a Belizean aircraft and a civil aircraft of foreign registration within Belize, a pilot shall have in his physical possession or readily accessible in the aircraft a valid pilot license, or a valid flight engineer license as applicable.

BCAR-APL 2.4.4 A person who holds a flight instructor rating shall have the rating, or other documentation acceptable to the Director, in his physical possession or readily accessible in the aircraft when exercising the privileges of that rating.

BCAR-APL 2.4.5 A person required by these Regulations to have a current medical certificate shall have it in his physical possession or readily accessible in the aircraft or at his work site when exercising the privileges of the license or authorization which requires such current medical certificate for its validity.

BCAR-APL 2.4.6 A holder of an air operator's certificate shall display such certificate in a place in the facility that is normally accessible to the public and that is not obscured.

BCAR-APL 2.4.7 The owner or operator of an aircraft shall ensure that the airworthiness certificate of the aircraft and the certificate of aircraft registration are carried in the cockpit of the aircraft.

BCAR-APL 2.4.8 The holder of an approved maintenance organization certificate shall prominently display that certificate in a place accessible to the public in the principal business office of the approved maintenance organization.

BCAR-APL 2.5 Amendment of a license or certificate.

BCAR-APL 2.5.1 A holder of a license or certificate issued under the Civil Aviation Act or Belize Civil Aviation Regulations may apply to change the name on the license or certificate.

BCAR-APL 2.5.2 An application in BCAR-APL 2.5.1 shall be accompanied by:

- (a)** The current license or certificate; and
- (b)** A copy of the marriage certificate, court order or other official document verifying the change of name.

BCAR-APL 2.5.3 The documents specified in BCAR-APL 2.5.2 shall be returned to the airman by the Director, after they have been verified.



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BCAR-APL 2.6. Change of address.

BCAR-APL 2.6.1 A holder of an aviation document issued by the Director, who has made a change to his permanent mailing address, shall not, after 30 days from that date, exercise the privileges of the license or certificate unless he has notified the Director in writing of the new permanent mailing address, or current residential address where the permanent mailing address includes a post office box number.

BCAR-APL 2.7 Replacement of an aviation document.

BCAR-APL 2.7.1 A person who has lost or destroyed an aviation document issued under these regulations shall request a replacement in writing from the Director of Civil Aviation.

BCAR-APL 2.7.2 A request made by way of BCAR-APL 2.7.1, shall state:

- (a) The name of the applicant;
- (b) The permanent mailing address; or where the permanent mailing address includes a post office box number; the current residential address of the applicant;
- (c) An official personal identification number;
- (d) The date and place of birth of the airman or applicant; and
- (e) Any available information regarding the:
 - (i) Grade, number, and date of issuance of the license, and the ratings, where applicable;
 - (ii) Date of the medical examination, where applicable; and
 - (iii) Date when the knowledge test was taken, where applicable.

BCAR-APL 2.7.3 Upon receiving information by facsimile or other medium from the Director confirming that the lost or destroyed document has been reissued, the facsimile may be used in lieu of the lost or destroyed document for up to 30 days pending the receipt of the duplicate document.

BCAR-APL 2.8 Falsification, unauthorized reproduction or alteration of license.

BCAR-APL 2.8.1 Where applying for any license, certificate, rating, qualification, authorization or duplicate, a person shall not make or cause to be made

- (a) Any fraudulent or intentionally false statement; or
- (b) Fraudulent entry in any logbook, record or report required by the Civil Aviation Act or the Belize Civil Aviation Regulations.

BCAR-APL 2.8.2 No person shall make any reproduction of or alteration to any license, certificate, rating, qualification or authorization for a fraudulent purpose.

BCAR-APL 2.8.3 A person who commits any act prohibited under this Regulation may have his airman's license, rating, certificate, qualification, or authorization suspended or revoked.

BCAR-APL 2.9 Revocation, suspension or limitation of aviation document.

BCAR-APL 2.9.1 The Director may, where safety of flight is affected, after due investigation

- (a) Suspend;



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- (b) Revoke; or
- (c) Limit, an aviation document issued by him where the Director is not satisfied that the holder:
 - (i) Is a fit and proper person to hold such aviation document; or
 - (ii) Continues to meet the conditions of issuance or the requirements prescribed under the Civil Aviation Act or the Belize Civil Aviation Regulations.

BCAR-APL 2.9.2 Before revoking or limiting an aviation document under BCAR-APL 2.9.1; the affected party shall be given:

- (a) A written warning by the department of its intention to investigate the incident and the intent to take subsequent action, where necessary, after the completion of an investigation.
- (b) At least 28 days notice in writing of the intention to so revoke or limit and the reasons for such proposal; and
- (c) An opportunity to make representations as to why the aviation document should not be revoked or limited.

BCAR-APL 2.9.3 Notwithstanding BCAR APL 2.9.2, where it is determined that the safe operation of the aircraft is adversely affected, the aviation document may be suspended in part or in whole without prior notice until the procedures set out in BCAR-APL 2.9.2 are completed.

BCAR-APL 2.10 Effects of surrender, suspension or revocation of aviation document.

BCAR-APL 2.10.1 An aviation document issued by the Director shall cease to have

effect where it is surrendered, suspended, or revoked.

BCAR-APL 2.10.2 A holder of any license or certificate issued under these Regulations shall return the license or certificate to the Director where the license or certificate has been suspended or revoked.

BCAR-APL 2.11 Re-application after revocation.

BCAR-APL 2.11.1 A person whose aviation document has been revoked shall not apply for any license, certificate, rating, or authorization for **12 months** from the date of revocation, unless otherwise authorized by the Director.

BCAR-APL 2.12 Reapplication after suspension.

BCAR-APL 2.12.1 A person whose aviation document has been suspended shall not apply for a license, rating, or authorization during the period of suspension, unless otherwise authorized by the Director.

BCAR-APL 2.13 Voluntary surrender of aviation document.

BCAR-APL 2.13.1 The holder of an aviation document issued under the Civil Aviation Act or these regulations made thereunder may voluntarily surrender the aviation document for

- (a) Cancellation;
- (b) Issuance of a lower grade license; or
- (c) Another license with specific ratings deleted.



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BCAR-APL 2.13.2 An applicant who voluntarily surrenders his aviation document shall submit a signed statement in the form set out in the BDCA Acceptable Means of Compliance.

BCAR-APL 2.14 Inability to perform in accordance with a medical certificate.

BCAR-APL 2.14.1

A person who holds a current medical certificate issued under these Regulations shall not act in a capacity for which that medical certificate is required where he:

- (a) Knows or has suspicion of any medical condition that would make him unable to meet the requirements for the required medical certificate; or
- (b) Is taking medication or receiving other treatment for a medical condition that results in him being unable to meet the requirements for the required medical certificate.

BCAR-APL 2.15 Testing for drugs and alcohol and other psychoactive substances

BCAR-APL 2.15.1 A person who performs any function requiring a license, rating, qualification, or authorization under the Civil Aviation Act or Belize Civil Aviation Regulations, directly or under contract for a certificate holder and who fails a drug or alcohol test may:

- (a) Be denied any license, certificate, rating, qualification, or authorization issued under the Civil Aviation Act or Belize Civil Aviation Regulations for a period of up to 12 months after the date of final conviction; or

- (b) Have his license, certificate, rating, qualification, or authorization issued under the Civil Aviation Act or Belize Civil Aviation Regulations made thereunder suspended or revoked.

BCAR-APL 2.15.2 A person who is convicted for the violation of any national or international statute relating to the growing, processing, manufacture, sale, disposition, possession, transportation, or importation of illegal narcotic drugs, marijuana, depressant or stimulant drugs or substances, may:

- (a) Be denied any license, certificate, rating, qualification, or authorization issued under the Civil Aviation Act or the Belize Civil Aviation Regulations for a period of up to one year after the date of final conviction; or
- (b) Have his license, certificate, rating, qualification, or authorization issued under the Civil Aviation Act or Regulations suspended or revoked.

BCAR-APL 2.15.3 A person who is subject to these Regulations and who:

- (a) Refuses to submit to a drug or alcohol test, when requested by the Director or his authorized representative; or
- (b) Refuses to furnish or to authorize the release of the test results requested by the Director may:
 - (i) Be denied any license, certificate, rating, qualification, or authorization issued under the Civil Aviation Act or Belize Civil Aviation Regulations, for a period of up to one year after the date of that refusal; or
 - (ii) Have his license, certificate, rating, qualification, or authorization issued under the Civil Aviation Act or Belize Civil Aviation Regulations suspended or revoked.



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BCAR-APL 2.16 Deviation certificates.

BCAR-APL 2.16.1 No person shall introduce a procedure which is contrary to those prescribed in the Civil Aviation Act or Belize Civil Aviation Regulations.

BCAR-APL 2.16.2 Notwithstanding BCAR-APL 2.16.1, where circumstances warrant deviation from prescribed procedures, a certificate holder may apply to the Director for a deviation certificate.

BCAR-APL 2.16.3 Where the Director determines that the deviation applied for in BCAR-APL 2.16.2, is equivalent to what is required, he may approve the use of such procedure by granting a deviation certificate.

BCAR-APL 2.16.4 An alternative procedure referred to in BCAR-APL 2.16.3 (hereinafter referred to as "an equivalent safety case"), shall only be considered on an individual case by case basis and would be conditional upon compliance with any supplementary conditions the Director considers to be necessary to ensure equivalent safety.

BCAR-APL 2.16.5 A request for a deviation certificate shall be made in a form and manner prescribed and submitted to the Director at least 60 days before the date the deviation is necessary for the intended maintenance, preventative maintenance, modification or operation.

BCAR-APL 2.16.6 A request for a deviation certificate referred to in BCAR-APL 2.16.5, shall contain a statement of the circumstances, justifications and alternate

method proposed for the deviation requested, and show that a level of safety shall be maintained equal to that provided by the rule from which the deviation is sought.

BCAR-APL 2.16.7 A national air operator or person who receives a deviation certificate shall ensure that the appropriate management personnel authorized by an approved maintenance organization to certify aircraft or aircraft components for release to service, and other personnel, are notified of the deviation, including the extent of the deviation and when the deviation is terminated or amended.

BCAR-APL 2.16.8 Notwithstanding the 60 day requirement for submission referred to in BCAR-APL 2.16.5, where the deviation required is one which necessitates immediate implementation; a national air operator may submit a request for such deviation within a shorter period and where he shows that such deviation is necessary in the interest of safety, the Director may authorize the use of such deviation for a prescribed period.

BCAR-APL 2.17 Licenses issued.

BCAR-APL 2.17.1 The Director may issue the following licenses under this Part:

- (a)** Student pilot license (RESERVED);
- (b)** Private pilot license in respect of an aeroplane, and helicopter;
- (c)** Commercial pilot license in respect of an aeroplane, and helicopter;
- (d)** Airline transport pilot license in respect of an aeroplane, and helicopter;



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- (e) Flight engineer license (RESERVED);
- (f) Air traffic controller license;
- (g) Aircraft maintenance engineer license;
- (h) Aviation repair specialist license (RESERVED);
- (i) RESERVED
- (j) Free balloon pilot license (RESERVED);
- (k) Glider pilot license (RESERVED); and
- (l) Flight operations officer (RESERVED).

BCAR-APL 2.18 Validation of foreign license.

BCAR-APL 2.18.1 The Director may validate a license issued by another Contracting State, by issuing a suitable authorization to be carried with the foreign license with such limitations and restrictions as the Director may see fit. The BDCA Licensing officer must verify the validity of the foreign license directly with the issuing Authority before validating such foreign license.

BCAR-APL 2.18.2 Conditions for render a foreign license valid:

- a) The conditions prescribed for rendering a valid license in any case shall not be less restrictive than conditions under which the original license was issued.

BCAR-APL 2.19 General Airman Ratings.

BCAR-APL 2.19.1 The Director may, in issuing a pilot license under the Civil Aviation Act, grant the following ratings for pilots:

- (a) Category ratings in the following aircraft:
 - (i) Aeroplane;
 - (ii) Helicopter;
 - (iii) Glider (RESERVED);

- (iv) Powered-lift (RESERVED); and
- (v) Free balloon;
- (b) Class ratings in the following aircraft certificated for single pilot operations:
 - (i) Single-engine, land;
 - (ii) Single-engine, sea;
 - (iii) Multi-engine, land; and
 - (iv) Multi-engine, sea;
- (c) Type ratings in the following aircraft:
 - (i) Large aircraft, other than lighter-than-air;
 - (ii) Small turbojet powered aeroplanes;
 - (iii) Small helicopters for operations requiring a Belizean air operator certificate;
 - (iv) Aircraft certified for at least two pilots; and
 - (v) Any aircraft considered necessary by the Director;
 - (d) Instrument ratings for the following aircraft:
 - (i) Aeroplane;
 - (ii) Helicopter;
 - (iii) Powered-lift (RESERVED); and
 - (iv) Airship (RESERVED);
 - (e) Flight instructor rating for the following aircraft:
 - (i) Aeroplanes;
 - (ii) Airships (RESERVED);
 - (iii) Helicopters; and
 - (iv) Powered-lift (RESERVED).

BCAR-APL 2.19.2 The Director may determine the category, class, or type rating to be placed on a pilot license when issuing that license, provided the rating reflects the appropriate category, class, or type aircraft used to demonstrate aeronautical knowledge and skill for its issuance

BCAR-APL 2.19.3 The Director may issue the following ratings for flight engineers:

- (a) reciprocating engine powered rating;



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- (b) turbopropeller powered rating; and
- (c) turbojet powered rating.



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**BCAR-APL
PART 3**

Pilot Licenses, Ratings and Authorizations

BCAR-APL 3. Pilot Licenses, Ratings and Authorizations

BCAR-APL 3.1 Applicability

BCAR-APL 3.1.1 This Part sets out the requirements for licenses, ratings and authorizations that may be issued by the Director for pilots.

BCAR-APL 3.1.2 Limitation of privileges of pilots who have attained their 60th birthday and curtailment of privileges of pilots who have attained their 65th birthday.

BCAR-APL 3.1.2.1. The BDCA, having issued pilot licenses, shall not permit the holders thereof to act as pilot-in-command of an aircraft engaged in international commercial air transport operations if the license holders have attained their 60th birthday or, in the case of operations with more than one pilot where the other pilot is younger than 60 years of age, their 65th birthday.

BCAR-APL 3.2 General requirements for student pilot license. (RESERVED)

BCAR-APL 3.7 Private aircraft, glider (RESERVED) and free balloon pilot license requirements.

BCAR-APL 3.7.1 A person wishing to apply for a private pilot license shall

- (a) Apply to the Director in the prescribed form;
- (b) Pay the prescribed fee as set out in the Scheme of Charges;
- (c) Be at least 17 years of age;
- (d) Except as provided in BCAR APL 11.1, be able to read, speak, write, and understand the English Language;
- (e) Pass the required aeronautical knowledge test in the aeronautical knowledge areas as set out in BCAR-APL 3.8.
- (f) Receive flight instruction as set out in BCAR-APL 3.9 and a logbook endorsement from an authorized flight instructor who:
 - (i) Has conducted training in the areas of operation that apply to the aircraft category and rating sought; and
 - (ii) Has certified that the person is prepared for the required skill test;
- (g) Meet the aeronautical experience requirements of these Regulations that apply to the aircraft rating sought before applying for the skill test;
- (h) Pass a skill test on the areas of operation listed in BCAR-APL 3.10 that apply to the aircraft rating sought;
- (i) provide the Director with evidence of having received training in the physiology of flight set out in the BDCA Acceptable Means of Compliance.
- (j) Comply with the appropriate sections of these Regulations that apply to the aircraft category and class rating sought; and
- (k) Pass the skill test referred to in regulation BCAR-APL 3.10.



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(l) Hold a current Class 2 medical certificate in accordance with Part IX of these BCARS.

BCAR-APL 3.7.2 A person wishing to apply for a glider pilot license or a free balloon pilot license shall:

- (a) Apply to the Director in the prescribed form;
- (b) Pay the prescribed fee as set out in the Scheme of Charges;
- (c) Be at least 16 years of age;
- (d) Except as provided in BCAR-APL 10.1, be able to read, speak, write and understand the English Language;
- (e) Meet the provisions set out in the BDCA Acceptable Means of Compliance; and
- (f) Hold a current Class 2 medical certificate in accordance with Part IX of these Regulations.

BCAR-APL 3.7.3 Where an applicant under this Part requires a type rating the applicant shall satisfy the requirements of BCAR-APL 3.35.

BCAR-APL 3.7.4 Where an applicant under this Part requires an instrument rating, the applicant shall satisfy the requirements of BCAR-APL 3.37.

BCAR-APL 3.7.5 Notwithstanding BCAR-APL 3.7.1(i) an applicant for a private pilot license with an instrument rating shall hold a current Class 1 medical certificate in accordance with Part IX of these Regulations.

BCAR-APL 3.7.6 The Director may accept the instrument rating on the commercial pilot license or airline transport pilot license

issued by another Contracting State where it meets the requirement of BCAR-APL 3.37.

BCAR-APL 3.8 Private pilot license aeronautical knowledge requirements.

BCAR-APL 3.8.1 An applicant for a private pilot license referred to in BCAR-APL 3.7 shall provide the Director with evidence that he has received and logged ground training from an approved aviation training organization or an authorized instructor in the aeronautical knowledge areas and a recommendation from such approved aviation training organization or authorized instructor that he is prepared for the knowledge test under BCAR-APL 3.8.2.

BCAR-APL 3.8.2 An applicant in BCAR-APL 3.8.1 shall have demonstrated through an aeronautical knowledge test a level of knowledge appropriate to the privileges granted to the holder of a private pilot license in the areas set out in the BDCA Acceptable Means of Compliance.

BCAR-APL 3.9 Private, glider (RESERVED) and free balloon pilot flight instruction requirements.

BCAR-APL 3.9.1 The applicant for a private, glider or free balloon pilot license in BCAR-APL 3.7 shall provide the Director with evidence that he has received and logged ground and dual flight instruction in an aircraft from an authorized flight instructor.

BCAR-APL 3.9.2 An applicant referred to in BCAR-APL 3.9.1 shall receive flight instruction to obtain operational experience



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in the following areas to the level of performance required for a private pilot:

- (a) Pre-flight operations, including mass and balance determination, aircraft inspection and servicing;
- (b) Airport and traffic pattern operations, collision avoidance precautions and procedures;
- (c) Control of the aircraft by external visual reference;
- (d) Flight at critically slow airspeeds, 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 take-offs in respect of short-field and obstacle clearance, short-field landings;
- (h) Flight reference solely to instruments, including the completion of a level 180° turn;
- (i) Cross-country flying using visual reference, dead reckoning and where available, radio navigational aids;
- (j) Emergency operations, including simulated aircraft equipment malfunctions; and
- (k) Operations to, from and transiting controlled airports, compliance with air traffic controls procedures, radiotelephony procedures and phraseology.

BCAR-APL 3.9.3 Where the privileges of the license specified in BCAR-APL 3.14 are to be exercised at night, the applicant shall have received dual instruction in aircraft in night flying, including take-offs landings and navigation.

BCAR-APL 3.9.4 In addition to the requirements set out in BCAR-APL 3.9.2 an applicant for a private pilot license referred to in BCAR-APL 3.7, seeking:

- (a) An aircraft category rating with a multi-engine class rating shall have received and logged training in multi-engine operations;
- (b) A rotorcraft category rating with a helicopter class rating shall have received and logged training in
 - (i) Airport and heliport operations; and
 - (ii) Hovering maneuvers
- (c) A powered-lift category rating shall have received and logged training in
 - (i) Airport and heliport operations; and
 - (ii) Hovering maneuvers.

BCAR-APL 3.9.5 An applicant for a glider pilot license shall have received and logged training in:

- (a) Airport operations;
- (b) Launches and landings;
- (c) Performance speeds; and
- (d) Soaring techniques.

BCAR-APL 3.9.6 An applicant for a free balloon pilot license shall have received and logged training in launches and landings.

BCAR-APL 3.10 Private pilot skill requirements.

BCAR-APL 3.10.1 An applicant for a private pilot license under BCAR-APL 3.7, shall have demonstrated through a skill test, his ability to perform as pilot in command of an aircraft, the relevant procedures and manoeuvres set out in the BDCA Acceptable Means of Compliance, with a degree of competency appropriate to the



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privileges granted to the holder of a private pilot license.

BCAR-APL 3.10.2 The skill test referred to in BCAR-APL 3.10.1 shall be taken within 6 months of completing the flight instructions referred to in BCAR-APL 3.9 unless this period is further extended by the Director.

BCAR-APL 3.11 Private pilot aeronautical experience requirements.

BCAR-APL 3.11.1 An applicant for a private pilot license with an aircraft, helicopter or powered-lift category rating shall receive and log the following minimum flight training times:

- (a) At least 40 hours of flight time; and
- (b) at least 10 hours of solo flight time under the supervision of an authorized flight instructor, including 5 hours of solo cross-country flight time with at least one cross-country flight totaling a minimum of 270 km (150 NM) in the case of aeroplane and powered-lift rating and 180 km (100 NM) for helicopter rating including full-stop landings at two different airports.

BCAR-APL 3.11.2 An applicant for a private pilot license with airship category rating shall have completed not less than 25 hours of flight time as a pilot of airships, including at least:

- (a) 3 hours of cross-country flight training in an airship with a cross-country flight totaling not less than 25 NM (45 km);
- (b) 5 take-offs and 5 landings to a full stop at an airport with each landing involving a flight in the traffic pattern at an airport;
- (c) 3 hours of instrument time; and

- (d) 5 hours as pilot assuming the duties of the pilot-in-command under the supervision of the pilot in command.

BCAR-APL 3.11.3 An applicant who has successfully completed a private pilot license course conducted by an approved aviation training organization need have only 35 hours of aeronautical experience unless fewer hours are approved by the Director.

BCAR-APL 3.11.4 The minimum flight training times listed in BCAR-APL 3.11.1 shall include at least the experiences shown in the acceptable means of compliance BDCA Acceptable Means of Compliance.

BCAR-APL 3.11.5 An applicant for a private pilot license may credit one of the following methods in an approved flight simulator or an approved flight training device representing the category, class, and type, where applicable, of aircraft appropriate to the rating sought:

- (a) the Director shall determine whether experience as a pilot under instruction in a synthetic flight trainer, approved by the Director, is acceptable as part of the total flight time of 40 hours required in BCAR-APL 3.11.1, and credit for such experience shall be limited to a maximum of 5 hours;
- (b) Flight time as a pilot of aircraft in other categories may be determined as acceptable by the Director, and the Director will determine the extent to which the flight time requirements of BCAR-APL 3.11.1 can be reduced accordingly.



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BCAR-APL 3.11.6 Where an applicant under this Part requires a type rating he shall satisfy the requirements of BCAR-APL 3.42.

BCAR-APL 3.11.7 Where an applicant under this Part requires an instrument rating he shall satisfy the requirements of BCAR-APL 3.44.

BCAR-APL 3.11.8 Where an applicant has logged flight time as a pilot of an aircraft in other categories, the Director shall determine whether such experience is acceptable and may reduce the flight time requirement accordingly.

BCAR-APL 3.11.9 An applicant for a glider pilot license shall:

- (a) have completed not less than 6 hours of flight time as a pilot of gliders including 2 hours solo flight time during which not less than 20 launches and landings shall have been performed;
- (b) Have gained under appropriate supervision, the operational experience contained in the BDCA Acceptable Means of Compliance;
- (c) Be the holder of a pilot license in the aeroplane category and may be credited with 3 hours towards the 6 hours of flight time required for the glider license.

BCAR-APL 3.11.10 An applicant for a free balloon pilot license shall have:

- (a) completed not less than 16 hours of flight time as a pilot of free balloons including at least 8 launches and ascents of which one must be solo;

(b) gained in free balloons under appropriate supervision operational experience;

(c) If the privileges of the license are to be exercised at night, gained under appropriate supervision, operational experience in free balloons in night flying.

BCAR-APL 3.12 Conversion of a private pilot license from another Contracting State.

BCAR-APL 3.12.1 Notwithstanding BCAR-APL 3.7, a person is also qualified to hold a private pilot license under these Regulations where he:

- (a) Holds a pilot license issued by the Civil Aviation Authority of another Contracting State that is equivalent to the private pilot license issued by the Director;
- (b) satisfies the requirements of BCAR-APL 3.7.1 (c), (d) and (l);
- (c) Provides the Director with evidence of having successfully completed the aeronautical knowledge and skill test for the grant of a private pilot license; and
- (d) Passes the required knowledge test in air law.

BCAR-APL 3.12.2 Where a type rating is required the applicant under this regulation shall satisfy the requirements of BCAR-APL 3.42.

BCAR-APL 3.12.3 Where an instrument rating is required the applicant under this Regulation shall satisfy the requirements of BCAR-APL 3.44.



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BCAR-APL 3.12.4 An applicant under this Regulation may use only one foreign pilot license as a basis for obtaining a private pilot license issued by the Director.

BCAR-APL 3.12.5 An applicant for a pilot license under this Regulation shall provide

- (a) A foreign pilot license and medical certification in the English Language; or
- (b) Have a foreign pilot license and the medical certification referred to in this BCAR-APL 3.12.5 (a) accompanied by an English Language transcription that has been signed by an official or representative of the foreign Civil Aviation Authority that issued the foreign pilot license.

BCAR-APL 3.13 Issue of private pilot license.

BCAR-APL 3.13.1 Where the Director is satisfied that an applicant for a private pilot license meets the requirements of this Part, he may issue the applicant with a private pilot license.

BCAR-APL 3.14 Privileges and limitations of a private aircraft, glider (RESERVED) or free balloon pilot license.

BCAR-APL 3.14.1 No person who holds a private pilot license (hereinafter referred to as "a private pilot") shall act as a required crew member of an aircraft that:

- (a) Carries passengers or property for compensation or hire; or
- (b) Is operated for compensation or hire.

BCAR-APL 3.14.2 A private pilot may act as a required crew member of an aircraft in

connection with any business or employment where:

- (a) The flight is only incidental to that business or employment; and
- (b) The aircraft does not carry passengers or property for compensation or hire.

BCAR-APL 3.14.3 Notwithstanding BCAR-APL 3.14.1 and BCAR-APL 3.14.2, a private pilot may be reimbursed for aircraft operating expenses that are directly related to search and rescue operations, provided that

- (a) Such expenses relate only to fuel, oil, airport charges or rental fees; and
- (b) The operation is sanctioned and under the direction and control of
 - (i) A department of the Government of Belize; or
 - (ii) An organization that conducts search and rescue operations.

BCAR-APL 3.14.4 No private pilot shall act in any capacity as a pilot of an aircraft under instrument flight rules unless he has an instrument rating appropriate to the category of aircraft in use.

BCAR-APL 3.14.5 The holder of a glider pilot may act as pilot in command of any glider provided that the license holder has operational experience in the launching method used.

BCAR-APL 3.14.6 If passengers are to be carried the license holder shall have completed not less than 10 hours of flight time as pilot of gliders.



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BCAR-APL 3.14.7 The holder of a free balloon pilot license may act as a pilot in command of any free balloon provided that the license holder has operational experience in hot air or gas balloons, as appropriate.

BCAR-APL 3.15 Limitations of private pilot license with balloon rating.

BCAR-APL 3.15.1 Where an applicant for a private pilot license with a balloon rating takes a skill test in a balloon with an airborne heater, the Director shall place upon the private pilot license a limitation restricting the exercise of the privileges of that license to a balloon with an airborne heater.

BCAR-APL 3.15.2 A private pilot may apply to have the limitation under BCAR-APL 3.15.1 removed upon

- (a) Obtaining the required aeronautical experience in a gas balloon; and
- (b) Receiving a logbook endorsement from an authorized instructor who attests to the accomplishment by the private pilot of having the required aeronautical experience and ability to satisfactorily operate a gas balloon.

BCAR-APL 3.15.3 Where an applicant for a private pilot license with a balloon rating takes a skill test in a gas balloon, the Director shall place upon the private pilot license a limitation restricting the exercise of the privilege of that license to a gas balloon.

BCAR-APL 3.15.4 A private pilot may apply to the Director to have the limitation referred to in BCAR-APL 3.15.3, removed upon:

- (a) Obtaining the required aeronautical experience in a balloon with an airborne heater; and
- (b) Receiving a logbook endorsement from an authorized instructor who attests to the accomplishment by the private pilot of having the required aeronautical experience and ability to satisfactorily operate a balloon with an airborne heater.

BCAR-APL 3.16 Commercial pilot general requirements.

BCAR-APL 3.16.1 A person wishing to apply for a commercial pilot license shall:

- (a) Apply to the Director in the prescribed form;
- (b) Pay the prescribed fee as set out in the Scheme of Charges;
- (c) Be at least 18 years of age;
- (d) Except as provided in BCAR-APL 11.1, be able to read, speak, write, and understand the English Language;
- (e) Pass or provide the Director with evidence of having passed the required aeronautical knowledge test referred to in regulation BCAR-APL 3.17;
- (f) Receive or provide the Director with evidence of having received the instruction required by BCAR-APL 3.18 and a logbook endorsement from an authorized flight instructor who:
 - (i) Conducted the training on the areas of operation that apply to the aircraft category and class rating sought; and
 - (ii) Certified that the person is prepared for the required skill test check;
- (g) Meet the aeronautical experience requirements of this regulation that apply to



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the aircraft category and class rating sought before applying for the skill test check;

(h) Pass or provide the Director with evidence of having passed the skill test on the areas of operation set out in the BDCA Acceptable Means of Compliance; that apply to the aircraft category and class rating sought;

(i) Pass the skill test referred to in BCAR-APL 3.16(h) in the manner set out in the BDCA Acceptable Means of Compliance;

(j) Complete or provide the Director with evidence of having completed the training in the physiology of flight set out in the BDCA Acceptable Means of Compliance;

(k) Hold a valid private pilot license issued under these Regulations;

(l) Hold a military pilot license which is certified by the issuing Contracting State as being equivalent to a commercial pilot license or an airline transport pilot license; or has served as a line pilot in the Belize Defense Force and presents proof of his flight hours in his logbook that have been signed and verified by the Commanding Officer of the Belize Defense Force Air Wing or the Wing Training Captain or equivalent of that rank or

(m) Comply with the appropriate sections of these Regulations that apply to the aircraft category and class rating sought; and

(n) Hold a current Class 1 medical certificate or Class 2 (only for pilots who carry out commercial non airline transport operations) medical certificate issued in accordance with Part IX of these regulations.

BCAR-APL 3.16.2 Where a type rating is required for a commercial pilot license

under this Part the applicant shall satisfy the requirements of BCAR-APL 3.42.

BCAR-APL 3.16.3 Where an instrument rating is required for a commercial pilot license under this Part the applicant shall satisfy the requirements of BCAR-APL 3.15.

BCAR-APL 3.17 Commercial pilot aeronautical knowledge requirements

BCAR-APL 3.17.1 An applicant for a commercial pilot license, referred to in BCAR-APL 3.16 shall provide the Director with evidence that he has received and logged ground training from an approved aviation training organization or an authorized instructor on the aeronautical knowledge areas set out in the BDCA Acceptable Means of Compliance and a recommendation from the authorized instructor that he is prepared for the knowledge test.

BCAR-APL 3.18 Commercial pilot flight instruction requirements

BCAR-APL 3.18.1 An applicant for a commercial pilot license, in BCAR-APL 3.16, shall provide the Director with evidence of having received and logged ground and flight instruction at an approved aviation training organization or from an authorized instructor on the required flight instruction areas of operation.

BCAR-APL 3.18.2 The instruction required in BCAR-APL 3.18.1 shall be on the areas of operation in respect of the aircraft category and class rating sought to the level of performance required for a commercial pilot license set out in the BDCA Acceptable Means of Compliance.



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BCAR-APL 3.18.3 Where the privileges of the commercial pilot license are to be exercised at night, the applicant shall have received dual instruction in aircraft in night flying, including 3 take-offs, 3 landings to a full stop and navigation.

BCAR-APL 3.18.4 The instrument training and experience specified in BCAR-APL 3.18.2, and the night flying experience specified in BCAR-APL 3.18.3, shall not entitle the holder of a commercial pilot license to pilot aircraft under instrument flight rules.

BCAR-APL 3.19 Commercial pilot skill test.

BCAR-APL 3.19.1 An applicant for a commercial pilot license, under BCAR-APL 3.16, shall provide the Director with evidence of having successfully completed the skill test demonstrating his ability to perform as pilot in command of an aircraft, the relevant procedures and maneuvers set out in the BDCA Acceptable Means of Compliance in the manner set out in that manual, with a degree of competency appropriate to the privileges granted to the holder of a commercial pilot license.

BCAR-APL 3.20 Commercial pilot aeronautical experience requirements.

BCAR-APL 3.20.1 An applicant for a commercial pilot license, under BCAR-APL 3.16, shall have completed at least 200 flight hours aeronautical experience on an aeroplane with power-lift category or 150 flight hours for a helicopter as outlined in the BDCA Acceptable Means of Compliance.

BCAR-APL 3.20.2 An applicant who has satisfactorily completed a commercial pilot course conducted by an approved aviation training organization need have only the following total aeronautical experience to meet aeronautical experience requirements:

- (a) 200 hours for an aeroplane or powered-lift rating; and
- (b) 100 hours for a helicopter rating.

BCAR-APL 3.20.3 Notwithstanding BCAR-APL 3.20.2, where an applicant has logged flight time as a pilot of aircraft in other categories the Director shall determine whether such experience is acceptable and to what extent to reduce the flight time requirement accordingly.

BCAR-APL 3.20.4 An applicant for a commercial pilot license aeroplane shall have completed not less than:

- (a) 100 hours as pilot in command, or in the case of a course of approved training 70 hours as pilot in command;
- (b) 20 hours of cross-country flight time as pilot in command including a cross-country flight totaling not less than 300 NM (540 km) in the course of which full-stop landings at two different airports shall be made;
- (c) 10 hours of instrument instruction time of which not more than 5 hours may be instrument ground time; and
- (d) Where the privileges of the license are to be exercised at night 5 hours of night flight time including 5 take-offs and 5 landings as pilot in command.

BCAR-APL 3.20.5 An applicant for a commercial pilot license helicopter shall have completed not less than:



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- (a) 35 hours as pilot in command;
- (b) 10 hours of cross-country flight time as pilot in command including a cross-country flight in the course of which landings at two different points shall be made;
- (c) 10 hours of instrument instruction time of which not more than 5 hours may be instrument ground time; and
- (d) if the privileges of the license are to be exercised at night, 5 hours of night time including 5 take-offs and 5 landing patterns as pilot in command.

BCAR-APL 3.20.6 An applicant for a commercial pilot license powered-lift shall have completed not less than:

- (a) 50 hours as pilot in command;
- (b) 10 hours in cross-country flying as pilot in command including a cross-country flight totaling not less than 300 NM (540 km) in the course of which full stop landing at two different airports shall be made;
- (c) 10 hours of instrument instruction of which not more than 5 hours may be instrument ground time; and
- (d) Where the privileges of the license are to be exercised at night, 5 hours of night flight time including 5 take-offs and landings as pilot in command.

BCAR-APL 3.20.7 An applicant for a commercial pilot license airship shall have completed not less than:

- (a) 50 hours as pilot in command;
- (b) 30 hours as pilot in command or pilot in command under supervision in airships, to include not less than:
 - (i) 10 hours of cross-country flight time; and
 - (ii) 10 hours of night flight;

- (c) 40 hours of instrument time, of which 20 hours shall be in flight and 10 hours in flight in airships; and
- (d) 20 hours of flight training in airships on areas of operation listed in the flight instruction detailed in the BDCA Acceptable Means of Compliance.

BCAR-APL 3.21 Conversion of a commercial pilot license from another Contracting State.

BCAR-APL 3.21.1 Notwithstanding BCAR-APL 3.16.1 (e) through (k), a person is also qualified to hold a commercial pilot license issued by the Director where he:

- (a) Holds a valid pilot license issued by a Civil Aviation Authority of another Contracting State that is equivalent to a commercial pilot license issued by the Director; and
- (b) Passes the required knowledge test on the following knowledge areas:
 - (i) Rules and regulations relevant to the holder of a commercial pilot license;
 - (ii) Rules of the air, appropriate air traffic control practices and procedures;
 - (iii) Operating limitations of appropriate aircraft and powerplants, relevant operational information from the flight manual or other appropriate document;
 - (iv) Effects of loading and mass distribution on aircraft handling, flight characteristics and performance, mass and balance calculations;
 - (v) Use and practical application of take-off, landing and other performance data;
 - (vi) General aeronautical knowledge; and



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(vii) Aeronautical knowledge specific to the aircraft type.

BCAR-APL 3.21.2 Where an applicant holds a pilot license issued by the licensing authority of a Contracting State, the Director may accept the results of a successful flight test conducted under such pilot license as evidence that the applicant satisfies the requirements under this Regulation.

BCAR-APL 3.21.3 An applicant under this Regulation may use **only one** foreign pilot license as a basis for obtaining a commercial pilot license issued by the Director.

BCAR-APL 3.21.4 An applicant for a pilot license under this Regulation shall provide a foreign pilot license and medical certification in the English Language or accompanied by an English Language transcription that has been signed by an official or representative of the foreign Civil Aviation Authority that issued the foreign pilot license.

BCAR-APL 3.21.5 Where a type rating is required, the applicant under BCAR-APL 3.21.2, shall satisfy or provide the Director with evidence that he has met the requirements of BCAR-APL 3.42.

BCAR-APL 3.21.6 Where an instrument rating is required the applicant shall satisfy or provide the Director with evidence that he has met the requirements of BCAR-APL 3.44.

BCAR-APL 3.21.7 The Director may accept the type rating and instrument rating on a commercial pilot license issued by another

Contracting State where it is equivalent to the requirement of these Regulations.

BCAR-APL 3.21.8 The Director may exempt the applicant from any requirement of this Regulation, on proof of equivalent knowledge, qualifications, skills and recency of experience.

BCAR-APL 3.22 Issue of commercial pilot license.

BCAR-APL 3.22.1 Where the Director is satisfied that the applicant for a commercial pilot license meets the requirements of this Part, he may issue the applicant with a commercial pilot license.

BCAR-APL 3.23 Commercial pilot license for additional category and class rating requirements.

BCAR-APL 3.23.1 An applicant for a commercial pilot license with an additional category rating who holds a commercial pilot license with another aircraft category rating shall:

- (a) Meet the applicable eligibility requirements;
- (b) Pass a knowledge test on the applicable aeronautical knowledge areas;
- (c) Meet the applicable aeronautical experience requirements; and
- (d) Pass the skill test proficiency check on the areas of operation.

BCAR-APL 3.23.2 An applicant for a commercial pilot license with a type rating shall not be required to pass a knowledge test where his commercial pilot license lists



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the aircraft category and class rating that is appropriate to the type of rating sought.

BCAR-APL 3.24 Commercial pilot license privileges.

BCAR-APL 3.24.1 The holder of a commercial pilot license (hereinafter referred to as "a commercial pilot") may within the appropriate aircraft category:

- (a) Exercise all the privileges of the holder of a private pilot license;
- (b) act as pilot in command in an aircraft engaged in operations other than commercial air transport;
- (c) Act as pilot in command in commercial air transport operations in an aircraft certificated for single pilot operation; and
- (d) Act as co-pilot in an aircraft which is required to be operated with a co-pilot.

BCAR-APL 3.24.2 A commercial pilot with an airship category rating may:

- (a) Give flight and ground training for the issuance of a license or rating for an airship;
- (b) Endorse a pilot logbook; and
- (c) Act as pilot in command under instrument flight rules.

BCAR-APL 3.24.3 No commercial pilot shall act in any capacity as a pilot of an aircraft under instrument flight rules unless he has an instrument rating appropriate to the category of aircraft in use.

BCAR-APL 3.25 Commercial pilot license limitations.

BCAR-APL 3.25.1 The Director may issue to an applicant for a commercial pilot

license with an aeroplane category or powered-lift category rating who does not hold an instrument rating in the same category and class, a commercial pilot license that contains the limitation,

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

BCAR-APL 3.25.2 A commercial pilot may apply to the Director to have the limitation referred to in BCAR-APL 3.25.1, removed by satisfactorily accomplishing the requirements of BCAR-APL 3.44 for an instrument rating in the same category and class that has the limitation.

BCAR-APL 3.25.3 Where an applicant for a commercial pilot license with a balloon rating takes a skill test in a balloon with an airborne heater the Director shall place upon the commercial pilot license, a limitation restricting the exercise of the privileges of that license to a balloon with an airborne heater.

BCAR-APL 3.25.4 A commercial pilot may remove the limitation specified in BCAR-APL 3.25.3, by:

- (a) Obtaining the required aeronautical experience in a gas balloon; and
- (b) Receiving a logbook endorsement from an authorized instructor who attests to the accomplishment by the pilot of the required aeronautical experience and ability to satisfactorily operate a gas balloon.

BCAR-APL 3.25.5 Where an applicant for a commercial pilot license with a balloon



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rating takes a skill test in a gas balloon, the Director shall place upon the commercial pilot license, a limitation restricting the exercise of the privileges of that license to a gas balloon.

BCAR-APL 3.25.6 A commercial pilot may remove the limitation specified in BCAR-APL 3.25.5, by:

- (a) Obtaining the required aeronautical experience in a balloon with an airborne heater; and
- (b) Receiving a logbook endorsement from an authorized instructor who attests to the person's accomplishment of the required aeronautical experience and ability to satisfactorily operate a balloon with an airborne heater.

BCAR-APL 3.26 Multi-crew pilot license general requirements. (RESERVED)

BCAR-APL 3.33 Airline transport pilot license – general requirements

BCAR-APL 3.33.1 A person wishing to apply for an airline transport pilot license shall:

- (a) apply to the Director in the prescribed form;
- (b) pay the prescribed fee as set out in the Scheme of Charges;
- (c) be at least 21 years of age;
- (d) except as provided in BCAR-APL 11.1 be able to read, speak, write, and understand the English Language;
- (e) meet at least one of the following requirements:
 - (I) hold a valid and current commercial pilot license and an instrument rating;

- (II) hold a military pilot license which is certified by the issuing Contracting State as being equivalent to a commercial pilot license or an airline transport pilot license; or has served as a line pilot in the Belize Defense Force and presents proof of his flight hours in his logbook that have been signed and verified by the Commanding Officer of the Belize Defense Force Air Wing or the Wing Training Captain or equivalent of that rank or

- (f) meet the aeronautical experience requirements of BCAR-APL 3.36 before applying for the skill test check;
- (g) pass or provide the Director with evidence of having passed an aeronautical knowledge test in the applicable knowledge areas referred to in BCAR-APL 3.34;
- (h) pass or provide the Director with evidence of having passed the skill test referred to in BCAR-APL 3.35 and in the BDCA Acceptable Means of Compliance.
 - (i) provide the Director with evidence of having received training on the physiology of flight set out in the BDCA Acceptable Means of Compliance; and
 - (j) Hold a current Class 1 medical certificate in accordance with Part IX of these regulations.

BCAR-APL 3.33.2 Where a type rating is required for a commercial pilot license under this Part the applicant shall satisfy the requirements of BCAR-APL 3.42.

BCAR-APL 3.33.3 Where an instrument rating is required for a commercial pilot license under this Part the applicant shall satisfy the requirements of BCAR-APL 3.44.

BCAR-APL 3.34 Airline transport pilot aeronautical knowledge requirements.



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BCAR-APL 3.34.1 An applicant for an airline transport pilot license, under BCAR-APL 3.33, shall provide evidence to the Director that he has received and logged ground training from an approved aviation training organization or authorized instructor on the required aeronautical knowledge areas set out in the BDCA Acceptable Means of Compliance.

BCAR-APL 3.35 Airline transport pilot flight skill requirements.

BCAR-APL 3.35.1 An applicant for an airline transport pilot license referred to in BCAR-APL 3.33 shall provide evidence of having received the flight instruction required for the issue of a commercial pilot license and for the issue of an instrument rating referred to in BCAR-APL 3.44, that apply to the category and class rating sought.

BCAR-APL 3.35.2 An applicant for an airline transport pilot license under BCAR-APL 3.33 shall provide the Director with evidence that he has met the requirements of the BDCA Acceptable Means of Compliance; in respect of his ability to perform as pilot in command of a multi-engine aircraft required to be operated with a co-pilot.

BCAR-APL 3.36 Airline transport pilot aeronautical experience for aeroplane category rating.

BCAR-APL 3.36.1 An applicant for an airline transport pilot license with an aeroplane category and class rating, shall have no less than 1 500 hours of total time as a pilot that included no less than:

- (a) 500 hours as pilot in command or 250 hours either as a pilot in command or made up by not less than 70 hours as pilot in command and the necessary additional flight time as pilot in command under supervision;
- (b) 200 hours of cross-country flight time of which not less than 100 hours shall be a pilot in command or as pilot-in-command under supervision;
- (c) 100 hours of night flight time as pilot in command or as co-pilot; and
- (d) 75 hours of instrument flight time, of which not more than 30 hours may be instrument ground time.

BCAR-APL 3.36.2 The Director shall determine whether experience as a pilot under instruction in a flight simulation training device is acceptable as part of the total flight time of 1 500 hours; credit for such experience shall be limited to a maximum of 100 hours, of which not more than 25 hours shall have been acquired in a flight procedure trainer or a basic instrument flight trainer.

BCAR-APL 3.36.3 Notwithstanding BCAR-APL 3.36.1 (a), an applicant for an airline transport pilot license who holds a commercial pilot license, may credit the following acquired flight time toward the 1 500 hours of total time as a pilot required in BCAR-APL 3.36.1:

- (a) 50 per cent of co-pilot time acquired in an aeroplane
- (i) Where it is required to have more than one pilot by the aeroplane flight manual or type certificate; or



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(ii) that is engaged in operations under the Civil Aviation Act or the Belize Civil Aviation Regulations, for which a co-pilot is required;
(b) 100 per cent of flight time as co-pilot when performing the duties of pilot in command under the supervision of the pilot in command.

BCAR-APL 3.37 Airline transport pilot aeronautical experience for rotorcraft and powered lift category.

BCAR-APL 3.37.1 An applicant for airline transport pilot license with a helicopter category shall have completed no less than 1000 hours of flight time as a pilot of helicopters.

BCAR-APL 3.37.2 The Director shall determine whether experience as a pilot under instruction in a synthetic flight trainer, which he has approved, is acceptable as part of the total flight time of 1000 hours.

BCAR-APL 3.37.3 Credit for such experience referred to in BCAR-APL 3.37.2 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.

BCAR-APL 3.37.4 The applicant shall have completed not less than:

- (a) 250 hours, either as pilot in command, or made up by not less than 70 hours as pilot in command and the necessary additional flight time as pilot in command under supervision;
- (b) 200 hours of cross-country flight time, of which not less than 100 hours shall be as

pilot in command or as pilot in command under supervision;

(c) 30 hours of instrument time, of which not more than 10 hours may be instrument ground time; and

(d) 50 hours of night flight as pilot in command or as co-pilot.

BCAR-APL 3.37.5 An applicant for airline transport pilot license-power-lift shall have completed no less than:

(a) 250 hours, either as pilot in command, or made up by not less than 70 hours as pilot in command and the necessary additional flight time as pilot in command under supervision;

(b) 100 hours of cross-country flight time, of which not less than 50 hours shall be as pilot in command or as pilot in command under supervision;

(c) 75 hours of instrument time, of which not more than 30 hours may be instrument ground time; and

(d) 25 hours of night flight as pilot in command or as co-pilot.

BCAR-APL 3.37.6 Notwithstanding BCAR-APL 3.36 and BCAR-APL 3.37.1, where an applicant has logged flight time as a pilot of aircraft in other categories the Director shall determine whether such experience is acceptable and reduce the flight time requirement accordingly.

BCAR-APL 3.38 Conversion of an airline transport pilot license from another Contracting State.

BCAR-APL 3.38.1 Notwithstanding BCAR-APL 3.33, a person is also qualified to hold



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an airline transport pilot license under these Regulations, where he/she:

- (a) holds a valid pilot license issued by the Civil Aviation Authority of another Contracting State that is equivalent to the airline transport pilot license issued by the Director;
- (b) satisfies the requirements of BCAR-APL 3.33 (c), (d) and (e);
- (c) Passes the required knowledge test on the following knowledge areas:
 - (i) Rules and regulations relevant to the holder of an airline transport pilot license;
 - (ii) Rules of the air, appropriate air traffic controls, practices and procedures;
 - (iii) Operating limitations of appropriate aircraft and powerplants, relevant operational information from the flight manual or other appropriate document;
 - (iv) Effects of loading and mass distribution on aircraft handling, flight characteristics and performance, mass and balance calculations;
 - (v) Use and practical application of take-off, landing and other performance data;
 - (vi) General aeronautical knowledge; and
 - (vii) Aeronautical knowledge specific to the aircraft type;
- (d) Meets the instrument rating requirements of BCAR-APL 3.44.

BCAR-APL 3.38.2 The Director may accept the instrument rating on the commercial pilot license or airline transport pilot license issued by another Contracting State where such instrument rating meets the requirement of BCAR-APL 3.44.

BCAR-APL 3.38.3 An applicant under this Regulation may use only one foreign pilot

license as a basis for obtaining an airline transport pilot license issued by the Director.

BCAR-APL 3.38.4 Where a type rating is required an applicant under this regulation shall satisfy the type rating requirements set out in BCAR-APL 3.42.

BCAR-APL 3.38.5 An applicant for a pilot license under this Regulation shall provide a foreign pilot license and medical certification in the English Language or accompanied by an English Language transcription that has been signed by an official or representative of the foreign Civil Aviation Authority that issued the foreign pilot license.

BCAR-APL 3.39 Issue and validity of airline transport pilot license.

BCAR-APL 3.39.1 Where the Director is satisfied that the applicant for an airline transport pilot license meets the requirements of this Part, he may issue the applicant with an airline transport pilot license.

BCAR-APL 3.40 Airline transport pilot additional category, class and type rating.

BCAR-APL 3.40.1 An applicant for an airline transport pilot license with a category rating who holds an airline transport pilot license with another aircraft category rating shall:

- (a) Meet the applicable eligibility requirements;
- (b) Pass a knowledge test on the applicable aeronautical knowledge areas;



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- (c) Meet the applicable aeronautical experience requirements; and
- (d) Pass the skill test on the areas of operation.

BCAR-APL 3.40.2 An applicant for an airline transport pilot license with a type rating shall not be required to pass a knowledge test where the airline transport pilot license of the pilot lists the aircraft category and class rating appropriate to the type rating sought.

BCAR-APL 3.41 Privileges of airline transport pilot license.

BCAR-APL 3.41.1 An airline transport pilot may:

- (a) Subject to continued validity and medical fitness requirements, exercise all the privileges of the holder of a private and commercial pilot license of an aircraft within the appropriate aircraft category and, in the case of a license for the aeroplane and powered-lift categories, of the instrument rating;
- (b) Act as pilot in command in commercial air transportation in an aircraft of the appropriate category and certified for operation with more than one pilot;
- (c) When the holder of the license in the aeroplane category has only previously held a multi-crew pilot license, the privileges of the license shall be limited to multi-crew operations unless the holder has met the requirements of BCAR-APL 3.42 as appropriate.

BCAR-APL 3.41.2 Any limitation of privileges referred to in BCAR-APL 3.41.1 shall be endorsed on the license.

BCAR-APL 3.41.3 An airline transport pilot shall not act in any capacity as a pilot of an aircraft under instrument flight rules unless he has an instrument rating appropriate to the category of aircraft in use.

BCAR-APL 3.41.4 An airline transport pilot may instruct:

- (a) other pilots in command in air transportation operations in an aircraft of the category, class, and type, as applicable, for which the airline transport pilot is rated, and in simulation of those aircraft, and endorse the logbook or other training record of the person to whom training has been given; and
- (b) Only as provided in this regulation, unless the airline transport pilot also holds a flight instructor rating, in which case the holder may exercise the instructor privileges of these Regulations for which he is rated.

BCAR-APL 3.41.5 An airline transport pilot shall not instruct in an aircraft, approved flight simulator or approved flight training device under this Regulation where flight and duty times and rest requirements exceed those prescribed in the Civil Aviation Act or Belize Civil Aviation Regulations made thereunder.

BCAR-APL 3.41.6 Regulation BCAR-APL 3.41.5 shall not include briefing and debriefing.

BCAR-APL 3.41.7 An airline transport pilot shall not instruct in Category II or Category III operations unless he has completed successfully the training and testing requirements for Category II or Category III operations.



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BCAR-APL 3.41.8 For the purpose of this Regulation "airline transport pilot" means a person who holds an airline transport pilot license.

BCAR-APL 3.42 General requirements for type rating.

BCAR-APL 3.42.1 A pilot shall, in acting as a pilot in command of:

- (a) Large aircraft, other than lighter-than-air;
- (b) Small turbojet power aeroplanes;
- (c) Small helicopters for operations requiring a Belizean Air Operator's Certificate;
- (d) Aircraft certified for at least two pilots; and
- (e) Any aircraft considered necessary by the Director; hold a type rating for such aircraft.

BCAR-APL 3.42.2 A pilot seeking an aircraft type rating to be added on a pilot license, or the addition of an aircraft type rating that is accomplished concurrently with an additional aircraft category or class rating shall:

- (a) Hold or concurrently obtain an instrument rating appropriate to the aircraft category, class, or type rating sought;
- (b) Have an endorsement in his logbook or training record from an authorized instructor that within the preceding 6 months the applicant has in respect of the pilot license for the aircraft category, class and type rating sought been found competent in the following areas:
 - (i) Aeronautical knowledge areas;
 - (ii) Areas of operation;

(c) Pass the skill test in the manner set out in and on the areas set out in the BDCA Acceptable Means of Compliance

(d) Perform the skill test under instrument flight rules; and

(e) Not be required to take an additional aeronautical knowledge test, where he holds an aeroplane, helicopter, powered-lift, or airship rating on his pilot license.

BCAR-APL 3.42.3 Notwithstanding BCAR-APL 3.42.2(d) an applicant for a type rating in:

(a) a multi-engine aeroplane with a single pilot station may meet the requirements of BCAR-APL 3.42.2(b) in a multi-seat version of that multi-engine aeroplane;

(b) a single engine single pilot station aeroplane may meet the requirements of BCAR-APL 3.42.2, in a multi-seat version of that single engine aeroplane.

BCAR-APL 3.42.4 An applicant for a type rating who during testing for such rating provides an aircraft which is not capable of the instrument maneuvers and procedures required by the appropriate requirements of BCAR-APL 3.44 for the skill test, may obtain a type rating limited to "visual flight rules only".

BCAR-APL 3.42.5 An applicant may remove the "visual flight rules only" limitation for each aircraft type in which the applicant demonstrates compliance with the appropriate instrument requirements of these Regulations.

BCAR-APL 3.42.6 Notwithstanding BCAR-APL 3.42.3, the Director may issue to an applicant for a type rating, a license with the limitation "visual flight rules only" for each



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aircraft type not adequately equipped to allow the applicant to show instrument proficiency.

BCAR-APL 3.42.7 A flight test examiner who conducts a skill test under this Regulation may waive any of the tasks for which the Director has given a waiver.

BCAR-APL 3.43 Special pilot authorization.

BCAR-APL 3.43.1 The Director may issue a special pilot authorization for the purpose of training, testing, or specific special purpose non-revenue, non-passenger carrying flights, in place of issuing the class or type rating required.

BCAR-APL 3.43.2 The special pilot authorization referred to in BCAR-APL 3.43.1 shall be limited in validity to the time needed to complete the specific flight.

BCAR-APL 3.44 Instrument rating requirements.

BCAR-APL 3.44.1 Where a pilot wishes to apply for an instrument rating, he shall

- (a) Hold a pilot license with an aircraft category and class rating for the instrument rating sought;
- (b) Have completed at least 50 hours of cross-country flight time as pilot in command of aircraft in categories acceptable to the Director, of which not less than 10 hours shall be in the aircraft category being sought; and
- (c) have completed at least 40 hours of instrument time in aircraft of which no more than 20 hours, or 30 hours where a flight

simulator is used, may be instrument ground time; and that ground time shall be under the supervision of an authorized instructor;

(d) Provide the Director with evidence that he has:

- (i) Received aeronautical knowledge instruction on an approved instrument rating course at an organization approved to conduct such courses;
- (ii) Received a logbook or training record endorsement from an authorized instructor certifying that the person is prepared to take the required skill test check;
- (iii) passed an aeronautical knowledge test on the aeronautical knowledge areas set out in the BDCA Acceptable Means of Compliance, unless the applicant already holds an instrument rating issued by another Contracting State or already holds an instrument rating in another category; and
- (iv) Passed the required skill test set out in the BDCA Acceptable Means of Compliance; on the areas of operation in:

(A) The aircraft category, class, and type rating, where appropriate to the rating sought; or

(B) Flight training equipment appropriate to the rating sought and approved for the specific maneuver or procedure performed, unless the applicant already holds an instrument rating issued by another Contracting State;

(v) A level of knowledge appropriate to the privileges granted to the holder of an instrument rating;

(vi) received and logged ground training from an authorized instructor on the areas of aeronautical knowledge that apply to the



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instrument rating set out in the BDCA Acceptable Means of Compliance; and
(vii) Received and logged training from an authorized flight instructor in an aircraft, or in approved or accepted flight training equipment, in accordance with BCAR-APL 3.44.1(iv) in the following areas of operation:

- (A)** pre-flight preparation;
- (B)** pre-flight procedures;
- (C)** Air traffic control clearances and procedures;
- (D)** Flight by reference to instruments;
- (E)** Navigation systems;
- (F)** Instrument approach procedures;
- (G)** Emergency operations; and
- (H)** Post-flight procedures;
- (e)** Perform the skill test referred to in BCAR-APL 3.44.1 (d) (iv) in the manner set out in the procedure manuals;
- (f)** Log the aeronautical experience set out in the BDCA Acceptable Means of Compliance;
- (g)** Hold a Class 1 medical certificate issued in accordance with Part IX.

BCAR-APL 3.44.2 A course in BCAR-APL 3.44.1(d) (i) should, wherever possible, be combined with an approved flight training programme.

BCAR-APL 3.44.3 Where the instrument rating is to be renewed, the holder shall meet the requirements set out in this regulation and any additional requirements as determined by the Director.

BCAR-APL 3.44.4 Where the privileges of the instrument rating are to be exercised on a multi-engine aeroplane, the applicant shall

have received dual instrument flight instruction in such an aeroplane from an authorized flight instructor.

BCAR-APL 3.44.5 The flight instructor referred to in BCAR-APL 3.44.4 shall ensure that the applicant has operational experience in the operation of the aeroplane solely by reference to instruments with one engine inoperative or simulated inoperative.

BCAR-APL 3.45 Validity and revalidation of instrument rating.

BCAR-APL 3.45.1 An instrument rating shall be valid for 6 months.

BCAR-APL 3.45.2 Where an instrument rating for a multi-engine aeroplane is to be re-validated, the holder shall complete the instrument requirements which may be conducted in approved or accepted flight training equipment appropriate to the required level of training.

BCAR-APL 3.45.3 Where an instrument rating for single-engine aeroplane is to be revalidated, the holder shall provide the Director with evidence that he has completed, as a proficiency check, the skill test set for a single engine aeroplane.

BCAR-APL 3.45.4 Where the instrument rating is valid for use in single pilot operations, the revalidation shall be completed in either multi-pilot operations or single pilot operations.

BCAR-APL 3.45.5 Where the instrument rating is restricted for use in multi-pilot



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operations only, the revalidation shall be completed in multi-pilot operations.

BCAR-APL 3.46 Reissue of instrument rating.

BCAR-APL 3.46.1 Where the instrument rating has expired, the applicant shall, where the Director deems it necessary to:

- (a) Complete a programme of refresher training; and
- (b) Pass the required skill test on some or all of the areas referred to in BCAR-APL 3.44 as specified by the Director.

BCAR-APL 3.47 Limitations.

BCAR-APL 3.47.1 An applicant who fails to achieve a pass in all sections of a proficiency check before the expiry date of an instrument rating shall not exercise the privileges of that rating until the proficiency check has successfully been completed.

BCAR-APL 3.48 Credits and exemptions.

BCAR-APL 3.48.1 The holder of a helicopter instrument rating shall be exempted from the aeronautical knowledge instruction and examination requirement referred to in BCAR-APL 3.44 for an instrument rating.

BCAR-APL 3.48.2 The holder of the following licenses shall be exempted from the aeronautical knowledge instruction and examination requirements where he completes the relevant bridge instruction and passes the relevant examinations:

- (a) a helicopter category rating for the issue of an aeroplane category rating;
- (b) an aeroplane category rating for the issue of a helicopter category rating; or
- (c) an airline transport pilot license helicopter category rating, not restricted to visual flight rules for the issue of a commercial pilot license or airline transport pilot license aeroplane category rating;
- (d) commercial pilot license or airline transport pilot license aeroplane category rating, for the issue of an airline transport pilot license helicopter category rating, not restricted to visual flight rules;
- (e) an airline transport pilot license helicopter category rating, restricted to visual flight rules or of a commercial pilot license helicopter category rating for the issue of a commercial pilot license aeroplane category rating; or
- (f) a commercial pilot license aeroplane category rating for the issue of an airline transport pilot license helicopter category rating restricted to visual flight rules or of a commercial pilot license helicopter category rating.

BCAR-APL 3.48.3 An applicant having passed the aeronautical knowledge examination for commercial pilot license aircraft category rating is credited with the aeronautical knowledge requirement for a private pilot license aircraft category.

BCAR-APL 3.49 General Requirements for category rating.

BCAR-APL 3.49.1 A pilot seeking a category rating shall:

- (a) Have the required training and possess the aeronautical experience required by



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these regulations for the aircraft category and, where applicable, class and type rating sought;

(b) have an endorsement in his logbook or training record from an authorized instructor that the applicant has in respect of the pilot license for the aircraft category and, where applicable, class and type rating sought been found competent in the following areas, as appropriate to:

(i) Aeronautical knowledge areas; and

(ii) Areas of operation;

(c) pass the skill test applicable to the pilot license for the aircraft category and, where applicable, class and type rating sought; and

(d) Not be required to take an additional aeronautical knowledge test, where the applicant holds an aeroplane, helicopter, powered-lift, or airship rating appropriate to that pilot license.

BCAR-APL 3.50 General requirements for additional class rating.

BCAR-APL 3.50.1 A pilot seeking an additional class rating shall:

(a) have an endorsement in his logbook or training record from an authorized instructor that the applicant has in respect of the pilot license and for the aircraft class rating sought been found competent in the following areas:

(i) Aeronautical knowledge areas; and

(ii) Areas of operation;

(b) Pass the skill test applicable to the pilot license for the aircraft class rating sought;

(c) Not be required to meet the training time requirements prescribed by these

Regulations for the aircraft class rating sought; and

(d) Not be required to take an additional knowledge test, provided the applicant holds an aeroplane, helicopter, powered-lift, or airship rating appropriate to that pilot license.

BCAR-APL 3.51 General requirements for Category II and Category III pilot authorization. (RESERVED)

BCAR-APL 3.54 Validation of foreign pilot licenses

BCAR-APL 3.54.1 The Director may validate a license issued by another Contracting State, by issuing a suitable authorization to be carried with the foreign license with such limitations and restrictions as he may deem necessary, where he is satisfied that the licensee:

(a) Is not under an order of revocation or suspension by the country that issued the pilot license. This will be verified through email, fax or official correspondence by the Licensing unit whenever a foreign license is presented to be validated.

(b) Holds a license that does not contain an endorsement stating that the applicant has not met all of the standards of the Chicago Convention, for that license;

(c) Does not currently hold a pilot license issued by the Director;

(d) Holds a current medical certificate issued by the Contracting State or by and equivalent medical examiner of another contracting state, which issued the license;

(e) Except as provided in BCAR-APL 11.1, is able to read, speak, write, and understand the English Language; and



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(f) Has passed the aeronautical knowledge test in air law.

BCAR-APL 3.54.2 The validity of the authorization referred to in BCAR-APL 3.54.1, shall not extend beyond the period of validity of the foreign license.

BCAR-APL 3.54.3 A pilot license issued by any other State shall be rendered valid by The Belize DCA for use in private and commercial flights.

BCAR-APL 3.54.4 Once Belizean licenses are in effect, the issuing of foreign validations for commercial pilot privileges will cease, and will only be validated for private pilot privileges.

BCAR-APL 3.55 Pilot in command and co-pilot.

BCAR-APL 3.55.1 No person shall act as the pilot in command or co-pilot of an aircraft unless that person holds the appropriate category, class, and type rating, where required for the aircraft to be flown, except where the pilot:

- (a) is the sole occupant of the aircraft;
- (b) is receiving training for the purpose of obtaining an additional pilot license or rating that is appropriate to that aircraft while under the supervision of an authorized instructor; or
- (c) Has received training required by this part that is appropriate to the aircraft category, class, and type rating for the aircraft to be flown, and has received the

required logbook endorsements from an authorized instructor.

BCAR-APL 3.56 Category and class rating of pilots.

BCAR-APL 3.56.1 No pilot shall act as pilot in command or co-pilot of an aircraft that is

- (a) Carrying another person; or
- (b) Operated for compensation or hire, unless that pilot holds a category, class, and type rating that apply to the aircraft.

BCAR-APL 3.57 Further Limitations on pilots.

BCAR-APL 3.57.1 No pilot shall act as pilot in command or co-pilot of:

- (a) a complex aeroplane, high-performance aeroplane, or a pressurized aircraft capable of flight above 25,000 feet above mean sea level; or
- (b) an aircraft that the Director has determined requires aircraft type specific training; unless the person has:
- (c) received and logged ground and flight training:
 - (i) from an authorized instructor on the applicable aircraft type; or
 - (ii) in approved or accepted flight training equipment that is representative of that aircraft, and he is proficient in the operation of the systems of that aircraft; and
- (d) Received a one-time endorsement in his logbook from an authorized instructor who certifies him as proficient to operate that aircraft.



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BCAR-APL 3.57 Exceptions to requirements for training and endorsements.

BCAR-APL 3.57.1 Notwithstanding BCAR-APL 3.56, the training and endorsement required under that regulation shall not be required where the person has logged flight time as pilot in command or co-pilot of that type of aircraft, or in approved or accepted flight training equipment that is representative of such an aircraft, prior to these Regulations coming into effect.

BCAR-APL 3.58 Tail-wheel aeroplane restrictions.

BCAR-APL 3.58.1 No pilot shall act as pilot in command or co-pilot of a tailwheel aeroplane unless that person has:

- (a) Received and logged flight training from an authorized instructor in a tail-wheel aeroplane on the maneuvers and procedures listed in this BCAR-APL 3.58.1(b);
- (b) Received an endorsement in his logbook from an authorized instructor who found the person proficient in the operation of a tail-wheel aeroplane, to include at least:
 - (i) Normal and crosswind take-offs and landings; and
 - (ii) Wheel landings, unless the manufacturer has recommended against such landings, and go around procedures; and
- (c) Passed the human factors knowledge test.

BCAR-APL 3.58.2 The training and endorsement required by BCAR-APL 3.58.1 (b) shall not be required where the person logged pilot in command or co-pilot time in a tail-wheel aeroplane before the coming into force of these regulations.

BCAR-APL 3.58.3 In this section "tail wheel aeroplane" means:

- (a) An aeroplane that is equipped with a conventional wheel mounted at the rear end of the fuselage; and
- (b) The tail wheel supports the rear end of the aeroplane when it is on the ground.

BCAR-APL 3.58 Limitations on rating.

BCAR-APL 3.58.4 Where a type rating is issued, limiting the privileges to act as copilot on limiting the privileges to act as pilot only during the cruise phase of flight such limitation shall be endorsed on the rating.

BCAR-APL 3.59 Language Proficiency

BCAR-APL 3.59.1 Aeroplane, airship, helicopter and powered lift pilots and those flight navigators who are required to use the radio telephone aboard an aircraft shall demonstrate the ability to speak and understand the language used for radiotelephony communications.

BCAR-APL 3.59.2 Air traffic controllers and aeronautical station operators shall demonstrate the ability to speak and understand the language used for radiotelephony.



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BCAR-APL 3.59.3 Flight engineers and glider and free balloon pilots should have the ability to speak and understand the language used for radiotelephony communications.

BCAR-APL 3.59.4 As of March 2008, aeroplane, airship, helicopter, and powered lift pilots, air traffic controllers and aeronautical station operators shall demonstrate the ability to speak and understand the language used for radiotelephony communications to the level specified in the language proficiency requirements.

BCAR-APL 3.59.5 Aeroplane, airship, helicopter and powered-lift pilots, flight navigators required to use the radiotelephone aboard an aircraft, air traffic controllers and aeronautical station operators should demonstrate the ability to speak and understand the language used for radiotelephony communications to the level specified in the language proficiency requirements.

BCAR-APL 3.59.6 As of March 5 2008, the language proficiency of aeroplane, airship,

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

BCAR-APL 3.59.7 The language proficiency of aeroplane, airship, helicopter, and powered-lift pilots, flight navigators required to use the radiotelephone aboard an aircraft, air traffic controllers and aeronautical station operators who demonstrate proficiency below the Expert Level (Level 6) should be formally evaluated at intervals in accordance with an individual's demonstrated proficiency level, as follows:

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



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PART 4
Pilot Training Personnel**

BCAR-APL 4.1 Applicability of this Part.

BCAR-APL 4.1.1 This Part prescribes the requirements for the issuance of flight instructor ratings, the conditions under which such ratings are necessary, and the limitations on those ratings.

BCAR-APL 4.2 Flight instructor certification.

BCAR-APL 4.2.1. No person shall instruct in flight training unless he holds a flight instructor rating issued by the Director in accordance with these Regulations.

BCAR-APL 4.3 Flight instructor ratings requirements.

BCAR-APL 4.3.1 A person wishing to apply for a flight instructor rating shall:

- (a) Apply to the Director in the prescribed form;
- (b) Hold a valid First class (1) Belizean Medical certificate;
- (c) Be at least 18 years of age;
- (d) Except as provided in BCAR-APL 11.1, be able to read, speak, write, and understand the English Language;
- (e) Hold either a commercial pilot license or airline transport pilot license with:

(i) **An aircraft category and class rating** that is appropriate to the flight instructor rating sought; and

(ii) **An instrument rating**, where that person holds a commercial pilot license and is applying for a flight instructor rating with:

- (A) An aeroplane category and single-engine class rating;
- (B) An aeroplane category and multi-engine class rating;
- (C) A powered-lift rating; or
- (D) An instrument rating;

(f) Demonstrate or provide the Director with evidence of meeting the requirements of BCAR-APL 4.4;

(g) Receive a logbook endorsement from an authorized instructor on the areas of operation listed in BCAR-APL 4.5, appropriate to the flight instructor rating sought;

(h) Pass or provide evidence of having passed the required skill test that is appropriate to the flight instructor rating sought in:

(i) An aircraft that is representative of the category and class of aircraft for the aircraft rating sought; or

(ii) A flight simulator or approved flight training device that is representative of the category and class of aircraft for the rating sought, and used in accordance with an approved course at an organization approved to conduct such courses;

(i) Log at least 15 hours as pilot in command in the category and class of



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aircraft that is appropriate to the flight instructor rating sought;

(j) Comply with the appropriate regulations that apply to the flight instructor rating sought;

(k) Provide the Director with evidence that he has received instruction in flight instructional techniques including demonstration, student pilot practices, recognition and correction of common student pilot errors under the supervision of an authorized flight instructor; and

(l) Has practiced instructional techniques in those flight maneuvers and procedures in which it is intended to provide flight instruction under the supervision of an authorized instructor.

(m) Pay the prescribed fee as set out in the Scheme of Charges;

BCAR-APL 4.3.2 A flight instructor rating referred to in BCAR-APL 4.3.1, is not required by:

(a) A commercial pilot with a lighter than air rating, where the training is to be conducted in a lighter than air aircraft;

(b) An airline transport pilot with appropriate ratings where the training is to be conducted in accordance with an approved air operator training programme;

(c) A person who is qualified in accordance with these regulations where the training is to be conducted in accordance with an a training programme approved by the Director; or

(d) A ground instructor where the training is to be conducted in accordance with the privileges of his authorization.

BCAR-APL 4.3.3 Where an applicant in BCAR-APL 4.3.1, is seeking a rating in an aeroplane or a glider he shall:

(a) receive a logbook endorsement for a flight instructor rating from an authorized flight instructor indicating that the applicant is competent and possesses instructional proficiency in stall awareness, spin entry, spins, and spin recovery procedures after receiving flight training in those training areas in an aeroplane or glider, as appropriate, that is certified for spins; and

(b) demonstrate instructional proficiency for a flight instructor rating in stall awareness, spin entry, spins, and spin recovery procedures with an aeroplane or glider rating.

BCAR-APL 4.3.4 A flight test examiner designated in BCAR-APL 4.15, may accept the endorsement specified in BCAR-APL 4.3.3(a), as satisfactory evidence of instructional proficiency in stall awareness, spin entry, spins, and spin recovery procedures for the skill test check, where the skill test is not a re-test as a result of the applicant failing the previous test for deficiencies in those knowledge or skill areas.

BCAR-APL 4.3.5 Where a re-test is the result of deficiencies in the ability of an applicant to demonstrate the requisite knowledge or skill, the applicant shall demonstrate such knowledge or skill to a flight test examiner in an aeroplane or glider, as appropriate, which is certified for spins.



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BCAR-APL 4.4 Aeronautical ground training requirements for flight instructor

BCAR-APL 4.4.1 An applicant for a flight instructor rating referred to in BCAR-APL 4.3, shall receive and log ground training from an authorized instructor on:

- (a) Techniques of applied instruction;
- (b) Assessment of student pilot performance in those subjects in which ground instruction is given;
- (c) The learning process;
- (d) Elements of effective teaching;
- (e) Student pilot evaluation and testing training philosophies;
- (f) Training programme development;
- (g) Lesson planning;
- (h) Classroom instructional techniques;
- (i) Use of training aids;
- (j) Analysis and correction of student pilot errors;
- (k) Human performance relevant to flight instruction;
- (l) Hazards involved in simulating system failures and malfunctions in the aircraft;
- (m) The aeronautical knowledge areas for a private pilot license and a commercial pilot license applicable to the aircraft category for which flight instructor privileges are sought; and
- (n) The aeronautical knowledge areas for the rating applicable to the category for which flight instructor privileges are sought.

BCAR-APL 4.4.2 The following applicants are not required to comply with BCAR-APL 4.4.1(a) to (j):

- (a) The holder of a ground instructor authorization issued in accordance with this Part of the BCARS;

(b) The holder of a current teacher's certificate that authorizes that person to teach at secondary level or higher; and

(c) A person who provides evidence of an equivalent level of experience acceptable to the Director.

BCAR-APL 4.5 Areas of operation for flight proficiency for flight instructor.

BCAR-APL 4.5.1 An applicant for a flight instructor rating shall receive and log flight and ground training.

BCAR-APL 4.5.2 Where an applicant referred to in BCAR-APL 4.5.1, receives flight and ground training he shall receive an endorsement from an authorized flight instructor that he is proficient to pass a skill test in the areas set out in the BDCA Acceptable Means of Compliance for the flight instructor rating sought.

BCAR-APL 4.5.3 An applicant referred to in BCAR-APL 4.5.1, may accomplish the flight training required by this regulation:

(a) In an aircraft that is representative of the category and class of aircraft for the rating sought; or

(b) In a flight training equipment representative of the category and class of aircraft for the rating sought, and used in accordance with an approved course at an approved aviation training organization approved to conduct such courses.

BCAR-APL 4.6 Issue of flight instructor rating.



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BCAR-APL 4.6.1 Where an applicant referred to in BCAR-APL 4.3, meets the requirements for the grant of such flight instructor rating the Director may issue such flight instructor rating.

BCAR-APL 4.6.2 A flight instructor rating issued in accordance with this Part shall expire 12 months from the month in which it was issued or renewed and shall be effective only while the holder has a valid pilot license.

BCAR-APL 4.7 Additional flight instructor rating.

BCAR-APL 4.7.1 An applicant for an additional flight instructor rating shall meet the eligibility requirements listed in BCAR-APL 4.3 that apply to the flight instructor rating sought.

BCAR-APL 4.7.2 Notwithstanding BCAR-APL 4.7.1, an applicant for an additional rating on a flight instructor rating is not required to pass the aeronautical knowledge test on the areas listed in BCAR-APL 4.4.

BCAR-APL 4.7.3 An applicant for a further flight instructor rating may be credited with the teaching and learning skills already demonstrated for the flight instructor rating.

BCAR-APL 4.8 Flight instructor records.

BCAR-APL 4.8.1 A holder of a flight instructor rating (hereinafter referred to as a “flight instructor”) shall:

(a) sign the logbook of each person to whom that flight instructor has given flight training or ground training;

(b) maintain a record in a logbook or a separate document that contains the following:

(i) The name of each person whose logbook or student pilot license that flight instructor has endorsed for solo flight privileges, and the date of the endorsement; and

(ii) the name of each person that flight instructor has endorsed for an aeronautical knowledge test or skill test check, and a record of the kind of test, the date, and the results; and

(c) retain the records required by this regulation for at least 3 years.

BCAR-APL 4.9 Flight instructor privileges.

BCAR-APL 4.9.1 A flight instructor is authorized within the limitations of his flight instructor rating, pilot license and ratings, to give training and endorsements as are required:

(a) for the supervision of solo flights by student pilots;

(b) for the carrying out of flight instruction for the issue of:

(i) a private pilot license;

(ii) a commercial pilot license;

(iii) a flight instructor rating;

(iv) a ground instructor authorization;

(v) an aircraft rating;

(vi) an instrument rating; and

(vii) a flight review, operating privilege, or recency of experience requirement,

provided that the flight instructor:



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(c) holds at least the license and rating for which instruction is being given, in the appropriate aircraft category;

(d) holds the license and rating necessary to act as the pilot in command of the aircraft on which the instruction is given; and

(e) has the flight instructor privileges granted to him entered on the license.

BCAR-APL 4.10 Limitations on flight instructor ratings.

BCAR-APL 4.10.1 A flight instructor shall observe the following limitations:

(a) he shall not exceed the flight and duty time limitation and rest requirements prescribed under the Belize Civil Aviation Regulations made thereunder;

(b) he shall not conduct flight training in any aircraft for which he does not hold:

(i) a pilot license and flight instructor rating with the applicable category and class rating; and

(ii) where appropriate, a type rating;

(c) he shall have an appropriate instrument rating on his flight instructor rating and pilot license for instrument flight training or for training for a type rating not limited to visual flight rules;

(d) he shall not endorse a logbook of:

(i) a student pilot for solo flight privileges;

(ii) a student pilot for solo cross-country flight;

(iii) a student pilot for solo flight in a controlled airspace or at an airport within controlled airspace;

(iv) a pilot for a flight review, unless that flight instructor has conducted a review of that pilot in accordance with the requirements of BCAR-APL 6.6; or

(v) a pilot for an instrument proficiency check, unless that instructor has trained that pilot in accordance with the Regulations made thereunder.

BCAR-APL 4.10.2 A flight instructor shall not give training required for the issuance of a license or a rating in a multi-engine aircraft, a helicopter, or a powered lift unless he has at least 5 flight hours of pilot in command time in the specific make and model of multi-engine aircraft, helicopter, or powered lift, as appropriate.

BCAR-APL 4.10.3 Notwithstanding BCAR-APL 4.10.1 (d) (i), a flight instructor may endorse the license or logbook of a student pilot for solo flight privileges where the flight instructor has:

(a) given that student pilot, the flight training required for solo flight privileges required by this Regulation;

(b) determined that the student pilot is prepared to conduct the flight safely under known circumstances, subject to any limitations listed in the logbook of the student pilot that the flight instructor considers necessary for the safety of the flight;

(c) given the student pilot training in the make and model of aircraft or a similar make and model of aircraft in which the solo flight is to be flown; and

(d) endorsed the logbook of the student pilot for the specific make and model aircraft to be flown.



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BCAR-APL 4.10.4 Notwithstanding BCAR-APL 4.10.1 (d) (ii), a flight instructor may endorse the logbook of a student pilot for solo cross-country flight where the flight instructor has determined:

- (a) the flight preparation, planning, equipment, and proposed procedures of the student pilot are adequate for the proposed flight under the existing conditions and within any limitations listed in the logbook that the instructor considers necessary for the safety of the flight; and
- (b) the student pilot has the appropriate solo cross-country endorsement for the make and model of aircraft to be flown.

BCAR-APL 4.10.5 Notwithstanding BCAR-APL 4.10.1 (d) (ii), a flight instructor may endorse the logbook of the student pilot for solo flight in a controlled airspace or at an airport within a controlled airspace where the flight instructor has:

- (a) given that student pilot ground and flight training in such controlled airspace or airport; and
- (b) determined that the student pilot is proficient to operate the aircraft safely.

BCAR-APL 4.10.6 No flight instructor shall provide instruction to another pilot who has never held a flight instructor rating unless that flight instructor:

- (a) holds a current flight instructor rating with the appropriate type rating; or
- (b) holds a current flight instructor rating;
- (c) meets the eligibility requirements prescribed in BCAR-APL 4.3;
- (d) has given flight training as a flight instructor for training in preparation for an aeroplane, helicopter, or powered-lift rating; and

(e) has given flight training as a flight instructor for training in preparation for a glider rating.

BCAR-APL 4.10.7 A flight instructor shall not make any self-endorsement for a license, rating, flight review, authorization, operating privilege, skill test check, or knowledge test that are required by this part.

BCAR-APL 4.10.8 A flight instructor shall not give training in Category II or Category III operations unless the flight instructor has been trained and tested in Category II or Category III operations.

BCAR-APL 4.10.9 An applicant for flight instructor rating, in order to carry out instructions for a multi-crew pilot license, shall also meet all instructor qualifications requirements.

BCAR-APL 4.11 Renewal of flight instructor rating.

BCAR-APL 4.11.1 A flight instructor rating that has not expired may be renewed for an additional 12 months where the flight instructor:

- (a) passes a skill test for:
 - (i) renewal of the flight instructor rating;
 - (ii) an additional flight instructor rating; or
- (b) presents to the Director:
 - (i) a record of training;
 - (ii) a record that shows that within the preceding 12 months, he served in the position of either a company check airman,



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chief pilot, chief flight instructor, or flight instructor for an air operator or in a position involving the regular evaluation of pilots;

(iii) passed as a proficiency check, the skill test set out in the BDCA Acceptable Means of Compliance, within the 12 months preceding the expiry date of the flight instructor rating; or

(iv) a graduation certificate or equivalent document showing that the pilot has successfully completed an approved flight instructor refresher course consisting of ground training, flight training or both, within the 90 days preceding the expiration month of his flight instructor rating;

(c) accomplishes the renewal requirements within the 90 days preceding the expiration month of his flight instructor license; and:

(i) this shall be considered by the Director as having been accomplished in the month due; and

(ii) the flight instructor rating shall be renewed for an additional 12 months from its expiration date;

(d) accomplishes the skill test required by **BCAR-APL 4.11.1(a)** in an approved course conducted by an aviation training organization under the Regulations made thereunder.

BCAR-APL 4.12 Expired flight instructor rating

BCAR-APL 4.12.1 A flight instructor whose flight instructor rating has expired may apply to the Director for a new rating or a renewal of the expired rating upon:

(a) attending a flight instructor refresher seminar, as approved by the Director within the 12 months preceding the expiry date of the flight instructor rating or presenting a graduation certificate showing that the pilot has successfully completed an approved flight instructor refresher course consisting of ground training or flight training within the 90 days preceding the expiration month of the flight instructor rating; and

(b) having passed, as a proficiency check, the skill test set out in the BDCA Acceptable Means of Compliance within the 12 months preceding the expiration of the flight instructor rating.

BCAR-APL 4.13. Flight test examiner authorization.

BCAR-APL 4.13.1 Where a person wishes to be designated as a flight test examiner he shall:

(a) apply to the Director in the prescribed form;

(b) hold a current flight instructor rating.

BCAR-APL 4.14 Requirements for flight test examiner.

BCAR-APL 4.14.1 An applicant for a flight test examiner authorization under this Part shall:

(a) hold a license and rating at least equal to the license or rating for which he is authorized to conduct skill test or proficiency checks, and unless specified otherwise, the privilege to instruct for this license or rating;

(b) be qualified to act as pilot in command of the aircraft during a skill test, and shall meet



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the applicable experience requirements set out in these Regulations;

(c) be assessed through an examiner authorization test prescribed by the Director and supervised by an inspector of the Director, or by a flight test examiner specifically authorized by the Director for this purpose in the role of an examiner for which authorization is sought, including:

- (i) briefing;
- (ii) conduct of the skill test check;
- (iii) assessment of the applicant to whom the skill test is given; and
- (iv) de-briefing and recording or documentation;

(d) be a check airman of an air operator or a check instructor of an aviation training organization who:

- (i) has undergone the full training programme of the air operator or aviation training organization; and
- (ii) is not required to be assessed in BCAR-APL 4.14.1 (1) (c).

BCAR-APL 4.14.2 A flight test examiner shall comply with appropriate standardized procedures for examiners made or approved by the Director.

BCAR-APL 4.14.3 A flight test examiner authorization shall be valid for not more than one year and may be re-authorized at the discretion of the Director.

BCAR-APL 4.15 Designation of instructors as flight test examiner.

BCAR-APL 4.15.1 The Director shall upon receipt of an application referred to in BCAR-APL 4.13 and where he is satisfied that the applicant is a suitably qualified person of integrity to conduct, on behalf of the Director, skill test checks, designate such applicant to be a flight test examiner.

BCAR-APL 4.15.2 The flight test examiner referred to in **BCAR-APL 4.15.1**, shall be a person who holds an approved flight instructor rating referred to in BCAR-APL 4.6.

BCAR-APL 4.15.3 A flight test examiner shall be notified in writing by the Director, of his responsibilities and privileges.

BCAR-APL 4.15.4 The Director shall notify each approved aviation training organization and national air operator of the flight test examiners who have been designated to conduct skill test for the issue of pilot license and ratings.

BCAR-APL 4.15.5 A flight test examiner shall, as far as practicable, not test an applicant to whom he has given flight instruction for that license or rating except with the expressed consent in writing of the Director.

BCAR-APL 4.16 Flight test examiner privileges.

BCAR-APL 4.16.1 A flight test examiner under this Part may where his license and ratings permits conduct:

- (a) skill test checks for the issue of type ratings;



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(b) proficiency checks for revalidation or renewal of multi-pilot type and instrument ratings;

(c) skill test checks for the initial issue and proficiency checks for the revalidation or renewal of instrument ratings;

(d) type and instrument rating proficiency checks on multi-pilot aircraft in a flight simulator.

BCAR-APL 4.16.2 Where a flight test examiner meets the license qualification, authorization and experience requirements set out in this Regulation for each role undertaken, he may exercise a number of roles as type rating examiner, instrument rating examiner or simulator flight test examiner.

BCAR-APL 4.17 General requirements for ground instructor authorization

BCAR-APL 4.17.1 An applicant for a ground instructor authorization shall

(a) apply to the Director on the prescribed form;

(b) be at least 18 years of age;

(c) except as provided in BCAR-APL 11.1, be able to read, speak, write, and understand the English Language;

(d) provide to the Director evidence of training on the fundamentals of instructing which shall include:

(i) the learning process;

(ii) elements of effective teaching;

(iii) student evaluation and testing;

(iv) course development;

(v) lesson planning;

(vi) classroom training techniques;

(vii) assessment of student performance in those subjects in which ground instructions is given; and

(viii) analysis and correction of student errors; and

(e) provide evidence to the Director of having sufficient depth of knowledge in the aeronautical areas as prescribed by the Director.

BCAR-APL 4.17.2 The requirements of BCAR-APL 4.17.1(d) shall not apply to an applicant who:

(a) holds a ground instructor authorization or flight instructor rating issued under this Part;

(b) provides evidence of an equivalent level of experience acceptable to the Director.

BCAR-APL 4.18 Ground instructor authorization.

BCAR-APL 4.18.1 Where the Director is satisfied that an applicant for a ground instructor authorization satisfies the requirements of this part he may issue a ground instructor authorization to the applicant.

BCAR-APL 4.18.2 A ground instructor authorization issued in accordance with this part shall expire 12 months from the month in which it was issued or renewed.

BCAR-APL 4.19 Privileges of ground instructor.

BCAR-APL 4.19.1 A person who holds a ground instructor authorization (hereinafter



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referred to as a “ground instructor”), is authorized to provide:

- (a)** ground training in the aeronautical knowledge areas required for the issuance of a pilot license in the associated category or class rating;
- (b)** ground training required for a pilot flight review;
- (c)** a recommendation for a knowledge test required for the issuance of any license issued in accordance with these Regulations; and
- (d)** ground training in the aeronautical knowledge areas required for the issuance of an instrument rating.

BCAR-APL 4.19.2 A ground instructor is authorized to endorse the logbook or other training record of a person to whom the ground instructor has provided the training or recommendation specified in this regulation.

BCAR-APL 4.20 Recency requirements for ground instructor.

BCAR-APL 4.20.1 No person shall perform the duties of a ground instructor unless, within the preceding 12 months:

- (a)** he has served as a ground instructor; or
- (b)** the Director has determined that the person meets the standards prescribed under this part for the authorization.



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PART 5
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**BCAR APL
PART 6
TESTING AND TRAINING**

BCAR-APL 6.0 Testing and Training

BCAR-APL 6.1 Applicability of this Part.

BCAR-APL 6.1.1 This part prescribes the testing and training procedures for airmen and training equipment requirements.

BCAR-APL 6.2 General training and testing for airmen.

BCAR-APL 6.2.1 A test prescribed by or under this Part shall be administered at the times, places and by the persons designated by the Director or by personnel designated by the Director Belize Department of Civil Aviation.

BCAR-APL 6.2.2 A person wishing to obtain a license or rating may be required to take:

- (a)** An aeronautical knowledge test; and
- (b)** A skill test.

BCAR-APL 6.3 Skill test for airmen.

BCAR-APL 6.3.1 An applicant for a pilot license, aircraft maintenance engineer license or flight instructor rating who is required to take a skill test, shall meet all applicable requirements for the license or rating sought with the last flight under instruction having been completed within the preceding 6 months of the application.

BCAR-APL 6.3.2 Where an applicant under this regulation does not complete all the increments of a skill test for a license or rating on one date, he shall complete all remaining increments of the skill test not more than 60 days after that date.

BCAR-APL 6.3.3 Where an applicant under this regulation does not satisfactorily complete all increments of the skill test for a license or a rating within 60 days after beginning the skill test, he shall complete the entire skill test again including those increments satisfactorily completed.

BCAR-APL 6.3.4 Except as provided in BCAR-APL 6.3.5, to be eligible for a skill test for a license or rating issued in accordance with these regulations, an applicant shall:

- (a)** Pass the required knowledge test within the 24-month period preceding the month the applicant completes the skill test, where an aeronautical knowledge test is required;
- (b)** Present the aeronautical knowledge report at the time of application for the skill test, where an aeronautical knowledge test is required;
- (c)** Have satisfactorily accomplished the required instruction and obtained the aeronautical experience prescribed under these regulations for the license or rating sought;



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(d) Meet the prescribed age requirement for the issuance of the license or rating sought; and

(e) Have an endorsement in his logbook or training record that has been signed by an authorized instructor who certifies that the applicant:

(i) Has received and logged training time within 60 days preceding the date of application in preparation for the skill test;

(ii) Is prepared for the required skill test; and

(iii) Has demonstrated satisfactory aeronautical knowledge of the subject areas in which the applicant was deficient on the previous aeronautical knowledge test.

BCAR-APL 6.3.5 An applicant for an airline transport pilot license or an additional rating to an airline transport pilot license may take the skill test for that license or rating with an expired aeronautical knowledge test report, provided that the applicant:

(a) Is employed as a flight crew member by a national air operator at the time of the skill test and has satisfactorily accomplished the approved pilot in command aircraft qualification training programme of the national air operator appropriate to the airman license and rating sought; and

(b) Has qualification training requirements appropriate to the airman license and rating sought.

BCAR-APL 6.4 Procedures for skill test for airmen.

BCAR-APL 6.4.1 The ability of an applicant to hold a license or rating issued under

these Regulations shall be based upon the ability of the applicant as assessed by the flight test examiner to safely meet the following requirements during a skill test:

(a) perform the tasks specified in the areas of operation for the license or rating sought within the prescribed standards;

(b) demonstrate mastery of the aircraft in accordance with the BDCA Acceptable Means of Compliance for the private pilot license, the commercial pilot license and the airline transport pilot license with the successful outcome of each task never seriously in doubt;

(c) demonstrate reasonable judgment in airmanship;

(d) complete all maneuvers with smoothness and accuracy;

(e) operate the aircraft within its limitations; and

(f) demonstrate single pilot competence where the aircraft is type certified for single pilot operations.

BCAR-APL 6.4.2 Where an applicant does not demonstrate proficiency without the aid of a co-pilot, the Director shall place the limitation, "co-pilot required" on the applicant's airman license.

BCAR-APL 6.4.3 An applicant referred to in BCAR-APL 6.4.2, may upon passing the appropriate skill test and by demonstrating single pilot competency in that aircraft apply to have the limitation removed.

BCAR-APL 6.4.4 The failure by an applicant for an airman license or rating of any area of operation shall be treated as a failure of the skill test.



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BCAR-APL 6.4.5 an applicant under these Regulations who fails a skill test, he shall be issued with a "Notice of Disapproval" in the prescribed form.

BCAR-APL 6.4.6 an applicant for an airman license or rating is not eligible for such airman license or rating until all the areas of operation are passed.

BCAR-APL 6.4.7 The flight test examiner or the applicant for an airman license or rating under this part may discontinue a skill test at any time:

- (a) When the applicant fails one or more of the areas of operation; or
- (b) Due to inclement weather conditions, aircraft airworthiness, or any other flight safety concern.

BCAR-APL 6.4.8 Where a skill test is discontinued the applicant shall be issued a "Letter of Discontinuance" in the prescribed form and the Director may give the applicant credit for those areas of operation already passed, but only where the applicant:

- (a) Passes the remainder of the skill test within the 60-day period after the date the test began;
- (b) Presents to the flight test examiner for the re-test the original Notice of Disapproval or the Letter of Discontinuance Form; and
- (c) Satisfactorily accomplishes any additional training needed, and obtains the appropriate instructor endorsements where additional training is required.

BCAR-APL 6.5 Equipment required for skill test.

BCAR-APL 6.5.1 An applicant for a license or rating issued under these Regulations shall furnish an aircraft with the necessary equipment and controls, unless he is permitted to accomplish the entire flight increment of the skill test in approved or accepted flight training equipment.

BCAR-APL 6.5.2 An applicant for a license or rating undergoing a skill test under these Regulations shall:

- (a) Provide a Belizean aircraft registry for each required skill test that:
 - (i) Is of the category, class and type applicable to the license or rating sought; and
 - (ii) has a current airworthiness certificate for the aircraft being used;
- (b) At the discretion of the flight test examiner who administers the skill test, provide an aircraft of the same category, class and type, where applicable, of foreign registry that is properly certified by the State of Registry.

BCAR-APL 6.5.3 regulation BCAR-APL 6.5.2, shall not apply where the applicant is permitted to accomplish the entire flight increment of the skill test in an approved or accepted flight training equipment.



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BCAR-APL 6.5.4 An applicant for a skill test shall use an aircraft that has:

- (a) The equipment for each area of operation;
- (b) No prescribed operating limitations that prohibit its use in any of the areas of operation;
- (c) At least 2 pilot stations with adequate visibility for each person to operate the aircraft safely except as provided in BCAR-APL 6.5.6; and
- (d) Cockpit and outside visibility adequate to evaluate the performance of the applicant when an additional observer seat is provided for the flight test examiner.

BCAR-APL 6.5.5 An applicant for a skill test shall use an aircraft other than a lighter-than-air aircraft, that has engine power controls and flight controls that are easily reached and operable in a conventional manner by both pilots, unless the flight test examiner determines that the skill test can be conducted safely in the aircraft without the controls being easily reached.

BCAR-APL 6.5.6 An applicant for a skill test that involves maneuvering an aircraft solely by reference to instruments shall furnish

- (a) Equipment on board the aircraft that permits the applicant to be assessed in the areas of operation that apply to the rating sought; and
- (b) A device that prevents the applicant from having visual reference outside the aircraft, but does not prevent the flight test examiner from having visual reference outside the aircraft, and is otherwise acceptable to the Director.

BCAR-APL 6.5.7 An applicant may complete a skill test in an aircraft having a single set of controls, provided the:

- (a) flight examiner agrees to conduct the test;
- (b) test does not involve a demonstration of instrument skills; and
- (c) proficiency of the applicant can be observed by a flight test examiner who is in a position to observe the applicant.

BCAR-APL 6.6 Re-testing after failure.

BCAR-APL 6.6.1 An applicant who fails an aeronautical knowledge test or a skill test may reapply to the Director only after he has received:

- (a) The necessary training from an authorized instructor who has determined that the applicant is prepared for such test; and
- (b) An endorsement from an authorized instructor who gave the applicant the additional training.

BCAR-APL 6.6.2 An applicant for a flight instructor rating with an aeroplane category rating, or with a glider category rating, who has failed the skill test due to deficiencies in instructional proficiency on stall awareness, spin entry, spins, or spin recovery shall:

- (a) Receive the necessary training from an authorized instructor who has determined that the applicant is proficient to pass the test before being re-tested;



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- (b) Furnish an aircraft for the re-test that is of the appropriate aircraft category for the rating sought and is certified for spins; and
- (c) Demonstrate satisfactory instructional proficiency on stall awareness spins entry, spins, and spin recovery to a flight test examiner during the re-test.

BCAR-APL 6.7 Flight training and aeronautical experience records.

BCAR-APL 6.7.1 A person shall record and credit the flight time for:

- (a) flight training and aeronautical experience used to meet the requirements for a license, rating, qualification, authorization, or flight review of these regulations; and
- (b) The aeronautical experience required to show recent flight experience requirements referred to in these regulations, in a manner acceptable to the Director.

BCAR-APL 6.7.2 Notwithstanding the generality of BCAR-APL 6.7.1, a pilot shall enter in his logbook, the following information for each flight or lesson:

- (a) General information which shall include as applicable the:
 - (i) Date;
 - (ii) Total flight time;
 - (iii) Location where the aircraft departed and arrived, or the location where the lesson occurred, or where the training was conducted in an approved flight simulator or an approved flight training device,
 - (iv) type and identification of aircraft, approved flight simulator, or approved flight training device, as appropriate; and

- (v) Name of a safety pilot, where required by the Regulations made thereunder;

- (b) Type of pilot experience or training which shall include as applicable:

- (i) Solo;
- (ii) Pilot in command;
- (iii) Co-pilot;
- (iv) Flight and ground training received from an authorized instructor; or
- (v) Training received in an approved flight simulator or approved flight training device from an authorized instructor;

- (c) Conditions of flight which shall include as applicable

- (i) Day or night;
- (ii) Actual instrument; or
- (iii) Simulated instrument conditions in flight, in an approved flight simulator, or in an approved flight training device.

BCAR-APL 6.7.3 The pilot time described in this Regulation may be used to:

- (a) Apply for a license or rating under these regulations; or
- (b) Satisfy the recent flight experience requirements of the act or regulations made thereunder.

BCAR-APL 6.7.4 Except for a student pilot acting as pilot in command of an airship requiring more than one flight crew member, a pilot may log as solo flight time only that flight time when the pilot is the sole occupant of the aircraft.



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BCAR-APL 6.7.5 A student pilot or a pilot shall be entitled to be credited in full with all solo flight instruction and pilot in command flight time towards the total flight time required for the initial issue of a pilot license or the issue of the higher grade of pilot license.

BCAR-APL 6.7.6 A private pilot or commercial pilot may log pilot in command time only for that flight time during which that pilot is:

- (a) The sole manipulator of the controls of an aircraft for which the pilot is rated;
- (b) Operating as pilot in command of an aircraft on which more than one pilot is required under the type rating of the aircraft or the regulations under which the flight is conducted; or
- (c) The sole occupant of the aircraft.

BCAR-APL 6.7.7 An airline transport pilot may log as pilot in command time, all of the flight time while acting as pilot in command of an operation requiring an airline transport pilot license.

BCAR-APL 6.7.8 A flight instructor may log as pilot in command time all of the flight time while performing as a flight instructor.

BCAR-APL 6.7.9 A student pilot may log pilot in command time for all of the flight time when operating:

- (a) As the sole occupant of the aircraft or performing functions of the pilot in command of an airship requiring more than one flight crew member; or
- (b) Has a current solo flight endorsement as required under BCAR-APL 3.4; or

(c) Is undergoing training for a pilot license or rating.

BCAR-APL 6.7.10 A pilot, when operating as co-pilot of an aircraft required to be operated with a co-pilot shall be entitled to be credited with not more than 50 per cent of the co-pilot flight time towards the total flight time required for a higher grade of pilot license.

BCAR-APL 6.7.11 A pilot may log co-pilot flight time only for that flight time during which that pilot:

- (a) is qualified in accordance with the co-pilot requirements of BCAR-APL 3.55 and occupies a crew member station in an aircraft that requires more than one pilot by the type certificate of the aircraft; or
- (b) Holds the appropriate category, class, and instrument rating, where an instrument rating is required for the flight, for the aircraft being flown, and more than one pilot is required under the type certification of the aircraft or the regulations under which the flight is being conducted.

BCAR-APL 6.7.12 A pilot may log instrument flight time only for that flight time when he operates the aircraft solely by reference to instruments under actual or simulated instrument flight conditions.

BCAR-APL 6.7.13 A flight instructor may log instrument flight time under BCAR-APL 6.7.12, when conducting instrument flight instruction in actual instrument flight conditions.



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BCAR-APL 6.7.14 For the purposes of logging instrument flight time under BCAR-APL 6.7.12 and BCAR-APL 6.7.13 to meet the recent instrument experience requirements of the Act or Regulations made thereunder, the following information shall be recorded in the logbook of such person:

- (a) The location and type of each instrument approach accomplished; and
- (b) The name of the safety pilot, where required.

BCAR-APL 6.7.15 Approved or accepted flight training equipment may be used by a person to log instrument flight time referred to in BCAR-APL 6.7.12, 7.13 and 7.14 provided an authorized instructor is present during the simulated flight.

BCAR-APL 6.7.16 A pilot may record training time when he receives training from an authorized instructor in an aircraft, approved flight simulator, or approved flight training device.

BCAR-APL 6.7.17 The training time referred to in BCAR-APL 6.7.16, shall be recorded in a logbook and shall:

- (a) Be endorsed in a legible manner by the authorized instructor; and
- (b) Include a description of the training given, the length of the training lesson, and the instructor's signature, license number, and license expiration date.

BCAR-APL 6.7.18 A pilot, as co-pilot when performing the functions and duties of a pilot in command, and under the supervision

of a pilot-in-command shall be credited in full with this flight time towards the total flight time required for a higher grade of pilot license.

BCAR-APL 6.8 Limitation on the use of flight simulator and flight training devices.

BCAR-APL 6.8.1. A pilot shall not receive credit for the use of any flight training equipment for satisfying any training, testing, or checking requirement of this Part unless that flight training equipment is:

- (a) Approved by the Civil Aviation Authority of another Contracting State and accepted by the Director; or
- (b) Approved by the Director for:
 - (i) Training, testing and checking for which it is used;
 - (ii) Each particular maneuver, procedure, or crew member function performed; and
 - (iii) The representation of the specific category and class of aircraft, type of aircraft, particular variation within the type of aircraft, or set of aircraft for certain flight training devices.

BCAR-APL 6.8.2 An approval or acceptance referred to in BCAR-APL 6.8.1 of flight training equipment shall be on an annual basis.

BCAR-APL 6.8.3 The Director may consider as a flight training device, any device used for flight training, testing, or checking which has been accepted or approved by it prior to these regulations



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coming into force, and which performs as originally designed where it is used for the same purposes for which it was originally approved or accepted and only to the extent of such approval or acceptance.

BCAR-APL 6.8.4 The Director may approve a device other than a flight training simulator or flight training device for specific purposes.

BCAR-APL 6.9 Flight training equipment for aeroplane category to be conducted in accordance with approved course.

BCAR-APL 6.9.1 Where approved or accepted flight training equipment is used to accomplish any of the training and required skill test for a pilot license with an aeroplane category, class, and type rating, such training and skill test in flight training equipment shall be conducted in accordance with an approved course at an approved aviation training organization.

BCAR-APL 6.9.2 Where flight training equipment is used to accomplish any of the training and the required skill test for an additional aeroplane category, class, and type rating for a pilot license, such training and skill test in flight training equipment shall be conducted in accordance with an approved course at an organization approved to conduct such courses.

BCAR-APL 6.9.3 In order to complete all training and testing referred to in BCAR-APL 6.9.2, with the exception of pre-flight inspection, for an additional aeroplane rating without limitations when using a flight simulator:

(a) The flight simulator shall be approved as Level C or Level D; and

(b) The applicant for an additional rating under these Regulations shall meet any one of the following experience and qualification requirements:

(i) Hold a type rating for a turbojet or turbofan aeroplane of the same class of aeroplanes for which the type rating is sought;

(ii) Hold a type rating for a turbopropeller aeroplane of the same class of aeroplanes for which the type rating is sought;

(iii) Have at least 2 000 hours of flight time, of which 500 hours is in turbine-powered aeroplanes of the same class of aeroplanes for which the type rating is sought;

(iv) Have at least 500 hours of flight time in the same type of aeroplane as the aircraft for which the rating is sought; and

(v) Have at least 1 000 hours of flight time in at least 2 different aeroplanes requiring a type rating.

BCAR-APL 6.9.4 Subject to the limitations set out in BCAR-APL 6.9.5, an applicant who does not meet the requirements of BCAR-APL 6.9.3, may complete all training and testing for a pilot license or rating when using a flight simulator where:

(a) The flight simulator is approved as a Level C or Level D; and

(b) The applicant for an additional rating under this regulation meets at least one of the following requirements:

(i) Holds a type rating in a propeller-driven aeroplane where a type rating in a turbojet or turbo-fan aeroplane is sought, or holds a



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type rating in a turbojet or turbofan aeroplane where a type rating in a propeller-driven aeroplane is sought; or

(ii) Since the beginning of the 12th month before the month in which the applicant completes the skill test for an additional aeroplane rating, has logged:

(A) At least 100 hours of flight time in aeroplanes of the same class for which the type rating is sought and which requires a type rating; and

(B) At least 25 hours of flight time in aeroplanes of the same type for which the rating is sought.

BCAR-APL 6.9.5 An applicant meeting only the requirements of BCAR-APL 6.9.3 shall be issued a rating with a limitation which shall state the following:

"This license is subject to pilot in command limitations for the additional rating".

BCAR-APL 6.9.6 An applicant under this Regulation who has been issued a pilot license with the limitation specified in BCAR-APL 6.9.5:

(a) Shall not act as pilot in command of aeroplanes for which the rating was obtained under the provisions of this Regulation until the limitation is removed from his pilot license; and

(b) May have the limitation removed by accomplishing 15 hours of supervised operating experience as pilot in command under the supervision of a qualified and current pilot in command, in the seat normally occupied by the pilot in command, in the same type of aeroplane to which the limitation applies.

BCAR-APL 6.9.7 An applicant under this regulation, who does not meet the requirements of BCAR-APL 6.9.3 or BCAR-APL 6.9.4, may be issued a rating where he complies with:

(a) BCAR-APL 6.9.2, and the following tasks, which shall be successfully completed on a static aeroplane or in flight, as appropriate

(i) Pre-flight inspection;

(ii) Normal takeoff;

(iii) Normal instrument landing system approach;

(iv) Missed approach; and

(v) Normal landing; and

(b) BCAR-APL 6.9.8 and BCAR-APL 6.9.9.

BCAR-APL 6.9.8 An applicant who does not meet the requirements of BCAR-APL 6.9.3, BCAR-APL 6.9.4, or BCAR-APL 6.9.7 shall be issued a license or rating with a limitation which shall state, "This license is subject to pilot in command limitations for the additional rating".

BCAR-APL 6.9.9 An applicant under this Regulation who has been issued a pilot license with the limitation specified in BCAR-APL 6.9.8:

(a) Shall not act as pilot in command of that aeroplane for which the rating was obtained under the provisions of this Regulation until the limitation is removed from the pilot license; and

(b) May have the limitation removed by accomplishing 25 hours of supervised operating experience as pilot in command under the supervision of a qualified and



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current pilot in command, in the seat normally occupied by the pilot in command, in an aeroplane of the same type to which the limitation applies.

BCAR-APL 6.10 Approved or accepted flight training equipment.

BCAR-APL 6.10.1 Where approved or accepted flight training equipment is used for accomplishing any of the training and the required skill test for the initial issue of a pilot license with a helicopter class and type rating, such training and skill test in such approved or accepted flight training device shall be conducted in accordance with an approved course at an approved aviation training organization.

BCAR-APL 6.10.2 Where approved or accepted flight training equipment is used for accomplishing any of the training and the required skill test for an additional helicopter class and type rating, such training and skill test in such approved or accepted flight training device shall be conducted in accordance with an approved course at an approved aviation training organization or in an approved or accepted flight simulator.

BCAR-APL 6.10.3 Where an applicant seeks an additional type rating in a turbine-powered helicopter he shall meet at least one of the following requirements:

- (a) Hold a type rating in a turbine-powered helicopter;
- (b) Have at least 2,000 hours of flight time that includes at least 500 hours in turbine-powered helicopters;
- (c) Have at least 500 hours of flight time in turbine-powered helicopters; or

(d) Have at least 1 000 hours of flight time in at least 2 different turbine-powered helicopters.

BCAR-APL 6.10.4 Subject to the limitation of BCAR-APL 6.10.5, an applicant under this Regulation who does not meet the requirements of BCAR-APL 6.10.3 may complete all training and testing, with the exception of pre-flight inspection, for a pilot license or rating when using a flight simulator where:

- (a) The flight simulator is approved as Level C or Level D; and
- (b) He meets at least one of the following requirements:
 - (i) Holds a type rating in a turbine-powered helicopter where a type rating in a turbine-powered helicopter is sought; or
 - (ii) Since the beginning of the 12th month before the month in which the applicant completes the skill test for an additional helicopter rating, has logged at least 25 hours of flight time in helicopters of the same type for which the rating is sought.

BCAR-APL 6.10.5 An applicant meeting only the requirements of BCAR-APL 6.10.2 shall be issued a rating with a limitation which shall state,
"This license is subject to pilot in command limitations for the additional rating".

BCAR-APL 6.10.6 An applicant under this regulation who is issued a pilot license with the limitation specified in BCAR-APL 6.10.5:
(a) Shall not act as pilot in command of a helicopter for which the rating was obtained



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under the provisions of this Regulation until the limitation is removed from the pilot license; and

(b) may have the limitation removed by accomplishing 15 hours of supervised operating experience as pilot in command under the supervision of a qualified and current pilot in command, in the seat normally occupied by the pilot in command, in the same type of helicopter to which the limitation applies.

BCAR-APL 6.10.7 An applicant under this regulation, who does not meet the requirements of BCAR-APL 6.10.3 or BCAR-APL 6.10.4, may be issued a rating upon:

(a) Compliance with BCAR-APL 6.10.1 and the following tasks, which must be successfully completed on a static helicopter or in flight, as appropriate:

- (i)** Pre-flight inspection;
- (ii)** Normal takeoff;
- (iii)** Normal instrument landing system approach;
- (iv)** Missed approach; and
- (v)** Normal landing;

(b) Compliance with BCAR-APL 6.10.1.

BCAR-APL 6.10.8 An applicant who does not meet the requirements of BCAR-APL 6.10.3 or 10.4 or 10.7(a) shall be issued a rating with a limitation which shall state, "**This license is subject to pilot in command limitations for the additional rating**".

BCAR-APL 6.10.9 An applicant who has been issued a pilot license with the limitation specified in BCAR-APL 6.10.8:

(a) Shall not act as pilot in command of that helicopter for which the rating was obtained under the provisions of this Regulation until the limitation is removed from the pilot license; and

(b) May have the limitation removed by accomplishing 25 hours of supervised operating experience as pilot in command under the supervision of a qualified pilot in command with recency of experience in the seat normally occupied by the pilot in command, in that helicopter of the same type to which the limitation applies.

BCAR-APL 6.11 Approved or accepted flight training equipment for powered-lift category. (RESERVED)



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PART 7
Air Traffic Control Certification**

BCAR-APL 7.1 Applicability

BCAR-APL 7.1.1 This Part prescribes the requirements for the issue of air traffic control licenses.

BCAR-APL 7.1.2 Air Traffic Controller License (ATC)

The ATC license identifies the holder as a person who is qualified to provide an air traffic control service. It will be issued to air traffic controller assistant trainees who have successfully completed approved unit training and demonstrated that they are competent to provide an air traffic control service on operational positions at the unit at which they have been training. The license when issued will contain a rating or ratings, for the unit at which the on the job training took place. While the basic license is issued for the lifetime of the holder, there are some components, e.g. the Certificate of Competence and the Medical Certificate that must be renewed within notified time periods.

**BCAR-7.1.3 Air Traffic Controller Eligibility Requirements
General**

An applicant for an Air Traffic Controller License shall -

(1) be not less than 21 years of age;

(2) be able to read, write, understand, and speak the English language by meeting the level 6 proficiency requirements of Appendix 1 to ICAO Annex 1; and

(3) hold a third class (3) medical certificate.

BCAR-APL 7.2 Limitations

BCAR-APL 7.2.1 No person shall exercise air traffic control privileges under this part unless he:

(a) Holds a valid Belizean Air Traffic Controller medical certificate (Class 3 medical certificate).

(b) Holds a valid Belizean Air Traffic Controller license issued to him by the Director under these Regulations; and

(c) Holds an appropriate rating for the particular air traffic control facility or has qualified for the operating position and acts under the supervision of the holder of air traffic control rating for that air traffic control facility.

BCAR-APL 7.3 Issue of air traffic control licenses

BCAR-APL 7.3.1 Before issuing an Air Traffic Controller license, the Department of Civil Aviation shall require the applicant to meet the requirements of BCAR APL 7.4 and 7.4.1 and the requirements for at least one of the ratings set out in BCAR-APL 7.4.1.3. Unlicensed state employees may operate as Air Traffic Controllers on the condition that they meet the same requirements of BCAR APL 7.4 AND 7.4.1.



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BCAR-APL 7.3.2 The Director may, where an applicant meets the requirements of this Part, issue the following Air Traffic Control licenses, ratings and authorization:

- (i) Aerodrome control rating;
- (ii) Approach control rating;
- (iii) Approach Control Surveillance rating;

BCAR-APL 7.4 Air Traffic Controller Knowledge Requirements

(a) An applicant for an Air Traffic Controller License shall have demonstrated, to the satisfaction of the Department of Civil Aviation a level of knowledge in the following areas:

- (1) Principles of flight; principles of operation and functioning of aircraft, powerplants and systems; aircraft performance relevant to air traffic control operations;
- (2) Human performance and limitations relevant to air traffic control;
- (3) Aeronautical meteorology; use and appreciation of meteorological documentation and information; origin and characteristics of weather phenomena affecting flight operations and safety; altimetry;
- (4) Principles of air navigation, limitation and accuracy of navigation systems and visual aids; and
- (5) Air traffic control, communication, radiotelephony and phraseology procedures (routine, non routine and emergency); use of the relevant aeronautical documentation; and safety practices associated with flight.

(b) An applicant for an Air Traffic Controller License shall have demonstrated, to the

satisfaction of the Department of Civil Aviation, a level of knowledge in the following areas appropriate to the rating that will be endorsed

- (1) airspace structure;
- (2) applicable rules, procedures and information sources;
- (3) Belize Civil Aviation Regulations 02 and the Manual of ATS;
Air Navigation Services (ANS) and BCAR ATS
- (4) air navigation facilities;
- (5) air traffic control equipment and its use;
- (6) terrain and prominent landmarks;
- (7) characteristics of air traffic and traffic flow;
- (8) meteorology and weather phenomena;
- (9) emergency and search and rescue plans;
- (10) principles, use and limitations of radar and other surveillance systems and associated equipment; and
- (11) procedures for the provision of approach procedural or approach control surveillance services, as appropriate, including procedures to ensure appropriate terrain clearance.

7.4.1 Air Traffic Controller Experience Requirements

- (a) An applicant for an Air Traffic Controller License shall have completed an approved training course at a recognized training institution.
- (b) An applicant shall have met the experience requirements detailed in Chapter 4 of ICAO Annex 1 for each rating that is to be endorsed on the license.

7.4.1.2 Air Traffic Controller Skill Requirements

An applicant shall have demonstrated, at a level appropriate to the privileges being granted, the skill, judgment and performance required to provide a safe, orderly and expeditious air traffic control service.



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7.4.1.3 Air Traffic Controller Rating Privileges and Requirements:

(a) Provided he or she has met the requirements for a rating, the holder of a current Air Traffic Controller License and a valid medical may exercise the privileges of that rating. One or more of the following ratings will be entered in the ATC license and will remain valid for the lifetime of the holder unless revoked by the Belize Department of Civil Aviation (BDCA).

(1) Aerodrome Control Rating entitles the holder to provide an air traffic control service to aerodrome traffic at an aerodrome for which the license holder is rated.

(2) Approach Control Rating entitles the holder to provide an air traffic control service to arriving, departing or transiting aircraft in a terminal control area (TMA) and/or control zone without the use of surveillance equipment;

(3) Approach Control Surveillance Rating: to provide and/or supervise the provision of approach control service with the use of radar or other surveillance systems for the aerodrome or aerodromes for which the license holder is rated, to arriving, departing or transiting aircraft in a terminal control area (TMA) and/or control zone with the use of surveillance equipment;

(b) When two air traffic controller ratings are sought concurrently, the knowledge, skill and experience requirements for both shall be met.

(c) Before exercising the privileges of a rating, the license holder shall be familiar with all pertinent and current information.

(d) The holder of an Air Traffic Controller License shall not carry out instruction in an operational environment unless such holder has received authorization from the Director.

(e) A rating shall become invalid when an air traffic controller has ceased to exercise the privileges of the rating for a period exceeding 90 days or more. A rating shall remain invalid until the controller's ability to exercise the privileges of the rating has been re-established.

(f) A person may exercise the privileges of a rating without having an Air Traffic Controller License provided that person:

(1) is undergoing training under the supervision of a qualified air traffic controller; and

(2) has met the requirements specified in Subsections 7.1.1 and 7.4.

BCAR-APL 7.4.1.4 Issue of Additional Ratings

Additional rating(s) will be issued to air traffic controller license holders who have:

a) successfully completed an approved course of ATC training for the additional rating(s);

b) successfully completed the required unit training plan on the job training program; and

c) demonstrated that they are competent to provide the air traffic services associated with the additional ratings

BCAR-APL 7.5 Designation of air traffic Officer in Charge (OIC) on-the-job-trainer

The Director on receiving a recommendation from the Chief Air Traffic Controller shall assign an Air Traffic Control Officer in Charge (OIC) on-the-job trainer to administer the on-the-job-training and evaluation to personnel during OJT for obtaining a License/Rating and carryout assessments for the renewal of a certificate of competency.



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BCAR-APL 7.5.1. Privileges of an air traffic on-the-job assistant trainee

"An air traffic assistant" while training may perform air traffic control duties under the direct supervision of the air traffic Officer in Charge (OIC) on-the-job trainer, for the purpose of obtaining the necessary skill and experience in air traffic control duties to

- (a) Qualify for the issue of an air traffic controller license or rating; and
- (b) Regain recency of experience for an air traffic controller license or rating.

BCAR-APL 7.5.2 Requirements for an air traffic controller license:

BCAR-APL 7.5.3 Where a person wishes to apply for an air traffic controller license he shall:

- (a) Hold a valid Belizean Air traffic controller medical Class 3 certificate.
- (b) Pay the prescribed fee as set out in the Scheme of Charges except where such fee is waived; this fee will be waived if the applicant is a state employee.
- (c) Be at least 21 years of age;
- (d) Except as provided in BCAR-APL 11.1 be able to read, write, and understand the English Language and speak it without impediment of speech that would adversely affect two-way radio conversation by meeting the level 6 proficiency requirements of Appendix 1 to ICAO Annex 1:

(i) 3 months experience under the supervision of an air traffic Officer in Charge (OIC) on-the-job trainer, or

(ii) 2 years experience, exercising the privileges of an air traffic controller

license in another Contracting State where the license was issued; and

(e) Have met the necessary training and experience and have passed the required test for at least one air traffic control rating issued in accordance with these regulations.

BCAR-APL 7.5.4 The experience specified in BCAR-APL 7.4.1 (a) (b) shall have been completed within the 6-month period immediately preceding the application.

BCAR-APL 7.6 Rest and duty limitations

BCAR-APL 7.6.1 Except where the Director determines that an emergency air traffic situation has arisen, an air traffic controller shall have a minimum of 24 consecutive hours free from duty within each 7 consecutive days of duty.

BCAR-APL 7.6.2 Except where the Director determines that an emergency air traffic situation has arisen, an air traffic controller shall not work or be required to work for more than 12 consecutive hours.

BCAR-APL 7.6.3 An air traffic controller shall be required to take a rest period of at least 8 consecutive hours before each duty period.

BCAR-APL 7.6.4 Notwithstanding BCAR-APL 7.6.3, where the duty period is more than 10 consecutive hours the rest period of the air traffic controller shall be no less than the preceding duty period.

BCAR-APL 7.7 Requirements for issue of air traffic control Officer in Charge authorization



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BCAR-APL 7.7.1 an air traffic control Officer in Charge authorization will be given to all senior officers that hold an air traffic control license in accordance with the relevant ratings in the different units

(a) The Director after recommendation from the CATCO will grant this authorization;

(b) Hold an Air Traffic controller license issued in accordance with this Part with a rating for the relevant service;

(c) Except as provided in BCAR-APL 11.1 be able to read, write and understand the English Language and speak it without impediment of speech

that would adversely affect two-way radio conversation;

(d) Have at least 5 years experience exercising the privileges of an air traffic controller license; and

(e) Provide the Director with evidence of having satisfactorily completed an approved training course in the theory and practice of instruction.

BCAR-APL 7.14 Air traffic controller logbook requirements: RESERVED



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**BCAR APL
PART 8
Flight Operations Officer License
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PART 9
MEDICAL STANDARDS AND CERTIFICATION**

BCAR-APL 9.1 Civil Aviation Medical examiner.

BCAR-APL 9.1.1 Where a person wishes to be designated as a civil aviation medical examiner he shall:

- (a) Apply to the Director in the written communication;
- (b) Be registered as a medical practitioner with the Belize Ministry of Health or is granted permission to do so by this Ministry or is registered under the Medical Act; and
- (c) Have received training in aviation medicine from an organization acceptable to the Director.

BCAR-APL 9.1.2 For the purposes of this part medical "examiner" means a "civil aviation medical examiner".

BCAR-APL 9.2 Designation of medical examiner.

BCAR-APL 9.2.1 The Director shall where he is satisfied that an applicant meets the requirements of BCAR-APL, 9.1.1, designate such applicant to be a medical examiner.

BCAR-APL 9.2.2 The Director may designate a medical assessor trainer from another Contracting State to carry out basic training of Belizean medical practitioners to carry out primary and secondary medical examinations in the capacity of a medical assessor or medical

examiner. The Director may do so after receiving training records and proof of currency as a medical assessor in the last 6 months. The period of validity of this training will be for 36 months. There after medical assessors will be required to do a refresher course or a recurrent course from an institution approved by the Director of Civil Aviation.

BCAR-APL 9.2.3

The trained medical examiners or medical assessors may then carry out this function only after receiving written designation from the Director of Civil Aviation. This designation will be valid for a period of 12 months.

BCAR-APL 9.3 Duties of medical examiner.

BCAR-APL 9.3.1 Where a person has been designated a medical examiner in **BCAR-APL 9.2.1**, he shall:

- (a) Examine an applicant for a license in accordance with medical practice recognized by the medical profession and the personnel licensing medical standards referred to in BCAR-APL 9.11.1;
- (b) Record in a medical examination report his clinical findings and submit the signed medical assessment to the Director; and
- (c) Report to the Director any individual cases where, in the judgment of the medical examiner, an applicant for an airman license fails to meet any requirement which could jeopardize flight safety.



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BCAR-APL 9.3.2 A medical examiner shall be designated by the Director for a maximum period of 36 months, and shall be eligible for further designation upon the completion of the appropriate refresher training programme as prescribed by the Director.

BCAR-APL 9.3.3 Where a person has been designated as a medical examiner in BCAR-APL 9.2.1, he shall attend an indoctrination training programme prescribed by the Director which shall include training in the practical knowledge and experience in the conditions in which the holders of licenses and ratings carry out their duties.

BCAR-APL 9.4 Requirements for medical records for airmen.

BCAR-APL 9.4.1 An applicant for a medical assessment in pursuance of an airman license shall provide the medical examiner with a certified statement in the prescribed form, of the medical facts concerning his personal, familial and hereditary history that is as complete and accurate as his knowledge permits.

BCAR-APL 9.4.2 Where the medical examiner finds that additional medical information or history is needed from the applicant, he shall require the applicant to:

- (a) Furnish that information; or
- (b) Authorize any clinic, hospital, physician, or other person to release to him all available information or records concerning that history, with the consent of the applicant.

BCAR-APL 9.4.3 Where the Director receives a written report from a medical

examiner that an applicant or holder of a medical certificate fails to provide the requested medical information or history, or fails to authorize the release so requested or makes any false declaration to the medical examiner, the Director may:

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

BCAR-APL 9.4.4 Where an airman medical certificate is suspended or modified in BCAR-APL 9.4.3(a) that suspension or modification remains in effect until:

- (a) The holder or applicant provides the requested information, or authorization to the medical examiner; and
- (b) The medical examiner determines that the holder or applicant meets the medical standards.

BCAR-APL 9.4.5 The Director retains the right to have any recommendation or finding of a medical examiner re-evaluated.

BCAR-APL 9.4.6 The Director may employ the services of other medical practitioners experienced in aviation medicine when necessary, to evaluate reports submitted by a medical examiner.

BCAR-APL 9.4.7 Where the medical examination is carried out by a constituted group of medical examiners, a person shall be designated as head of the group and shall be responsible for coordinating the results of the examination and signing the report.



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BCAR-APL 9.4.8 The BDCA shall evaluate the medical reports submitted by the medical examiners.

BCAR-APL 9.4.9 The medical examiner shall be required to submit sufficient information to the Licensing Unit to enable that Authority to undertake medical assessments audits.

BCAR-APL 9.4.10 For the purpose of this regulation "medical assessor" means a physician qualified and experienced in the practice of aviation medicine who evaluates medical reports submitted to the Director by medical examiners.

BCAR-APL 9.5 Medical certification.

BCAR-APL 9.5.1 The Director shall issue the applicable medical certificate in the prescribed form to any person who meets the medical standards prescribed in **BCAR-APL 9.11.1**, based on the medical examination, assessment and evaluation of the history and condition of the applicant by the medical examiner.

BCAR-APL 9.6 Medical certification requirements.

BCAR-APL 9.6.1 An airman shall be assessed by a medical examiner for a (First) Class 1 medical certificate to exercise the privileges of:

- (a) An airline transport pilot license, aeroplane, helicopter and powered-lift;
- (b) A commercial pilot license, aeroplane, airship, helicopter and powered-lift; and
- (c) A multi-crew pilot license aeroplane.

BCAR-APL 9.6.2 An airman shall be assessed by a medical examiner for a (Second) Class 2 medical certificate to exercise the privileges of:

- (a) A student pilot license;
- (b) A private pilot license, aeroplane, airship (RESERVED), helicopter and powered-lift;
- (c) A commercial pilot for non airline transport operations (e.g. agricultural or crop dusting operations).
- (d) A glider pilot license (RESERVED)
- (e) A flight engineer. (RESERVED)
- (f) A free balloon pilot license (RESERVED).

BCAR-APL 9.6.3 An applicant shall be assessed by a medical examiner for a (Third) Class 3 medical certificate to exercise the privileges of an air traffic controller license.

BCAR-APL 9.7 Validity of a medical certificate.

BCAR-APL 9.7.1 A (First) Class 1 medical assessment shall expire at the end of the last day of the:

- (a) 12th month from the date of examination shown on the license for operations requiring an airline transport pilot license (RESERVED), and commercial pilot license;
- (b) 6th month from the date of examination shown on the license for operations requiring an airline transport pilot license and a commercial pilot license aeroplane and helicopter, where the person is engaged in single-crew commercial air transport operations carrying passengers and has reached his 40th birthday on or before the date of such medical examination;



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(c) 6th month from the date of examination shown on the license for operations requiring an airline transport pilot license **(RESERVED)** commercial pilot license, where the person is engaged in commercial air transport operations and has reached his 60th birthday on or before the date of such medical examination.

BCAR-APL 9.7.2 A (Second) Class 2 medical assessment shall expire at the end of the last day of the:

(a) 60th month from the date of the medical examination shown on the licenses for operations requiring a private pilot license, glider pilot license or free balloon pilot license where the person has not reached his 40th birthday on or before the date of such medical examination;

(b) 24th month from the date of the medical examination shown on the licenses for operations requiring a private pilot license, glider pilot license or free balloon pilot license where the person has reached his 40th birthday on or before the date of such medical examination;

(c) 12th month from the date of the medical examination shown on the licenses for operations requiring a private pilot license, glider pilot license or free balloon pilot license where the person has reached his 50th birthday on or before the date of such medical examination; or commercial pilots for non airline transport operations (e.g. agricultural or crop dusting operations).

(d) 12th month from the date of the medical examination shown on the licenses for operations requiring a flight engineer license.

BCAR-APL 9.7.3 A (Third) **Class 3** medical certificate shall expire at the end of the last day of the:

(a) 48th month from the date of the medical examination shown on the certificate where the person has not reached his 40th birthday on or before the date of such examination, for operations requiring an air traffic controller license;

(b) 24th month from the date of the medical examination shown on the certificate where the person has reached his 40th birthday on or before the date of such examination, for operations requiring an air traffic controller license; or

(c) 12th month from the date of the medical examination shown on the certificate where the person has reached his 50th birthday on or before the date of such examination, for operations requiring an air traffic controller license.

BCAR-APL 9.8 Limitation on medical certificate.

BCAR-APL 9.8.1 The Director may place a limitation on a medical certificate where an applicant does not meet the applicable standards for the medical certificate sought and where the Director determines that:

(a) The duties authorized by the medical certificate can be performed without jeopardizing flight safety; and

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



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BCAR-APL 9.9 Renewal of a medical certificate.

BCAR-APL 9.9.1 The requirements for the renewal of a medical certificate are the same as those for the initial issue of a medical certificate under this Part except where otherwise specifically stated.

Holders of licenses provided for in this Regulation shall not exercise the privileges of their licenses and related ratings at any time when they are aware of any decrease in their medical fitness which might render them unable to safely and properly exercise these privileges.

BCAR-APL 9.10 COPY OF MEDICAL REPORTS FROM ALL PRACTITIONERS

BCAR-APL 9.10.1 A report of a medical examination referred in BCAR-APL 9.10.1 shall be sent to the Director where the license was issued. All reports shall then be confidentially kept with accessibility restricted to authorized personnel.

BCAR-APL 9.10.2 In this Regulation: "Remote" means difficulty in accessing regular transportation to and from; and "Distant" means geographical distance from Belize. Medical reports from medical practitioners whose primary place of business is located in a remote or distant area must submit the medical report to the Licensing Unit in no more than 7 working days after the date that the exam was carried out.

BCAR-APL 9.11 Medical examination standards.

BCAR-APL 9.11.1 The physical and mental standards required for all medical examinations and assessments referred to in this regulation are set out in the BDCA Acceptable Means of compliance.

BCAR-APL 9.12 Decrease in medical fitness



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**BCAR APL
SECTION 10
AIRCRAFT MAINTENANCE ENGINEER LICENSE
SUBPART A
LICENSE AND CATEGORIES**

BCAR APL 10.1 General

The Director may grant a Belize Aircraft Maintenance Engineers License “subject to such conditions as it thinks fit, upon its being satisfied that an applicant is a fit person to hold the License, and has furnished such evidence and passed such examinations and tests as the Director may require for the purpose of establishing that the applicant has sufficient knowledge, experience, competence and skill in aeronautical engineering”.

a) Licenses are granted and extended within the defined Categories given in AMC 1.18.1 Table 1. Generally, there are two parts to each Category:

a) License Without Type Rating (LWTR).

b) Type Ratings. (TR)

BCAR APL 10.2 License Without Type Rating (LWTR) (See AMC 1.18.1 Table 1)

a) This License does not in itself confer any certification responsibilities or privileges. It is, however, a prerequisite for the grant of the relevant Type Ratings which confer the privileges of certification appropriate to that Type Rating.

b) BDCA Approval of Organizations under BCAR-145 and BCARs requirements are described in AMC 1.18.6 In general these approvals require at least an appropriate LWTR to be held before authorization for maintenance certification may be granted. For further information reference should be made to the latest issue of that AMC

BCAR APL 10.3 Type Ratings (See AMC 1.18.1 Table 2 and AMC 1.18.5)

a) General.

1) Type Ratings confer on the holder of a License privileges and certification responsibilities in respect of certain aircraft registered in Belize. The certification responsibilities are described in AMC 1.18.4

b) A License holder may not certify for work under a Type Rating or Group Type Rating unless he or she is familiar with the latest manufacturer's maintenance information and current airworthiness data. The license holder may not certify beyond the privileges permitted by AMC 1.18.4 in respect of the Type ratings held.

c) Type Ratings granted in Category 'C' Engines – Aeroplanes cannot be used to



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certify engines in rotorcraft or airships.

BCAR APL 10.4 Validity of Licenses

- a) Licenses are issued and renewed yearly.
- b) Use of a license with a Type Rating to issue a certification requires that, during the 24 months preceding the date of the certification, the holder has been engaged for periods totaling at least 6 months on work affording experience comparable with that required for the grant of a Belize Aircraft Maintenance Engineer License
- c) The License holder shall be satisfied that the license ratings are correct.
- d) The License is not valid until signed in ink by the holder.
- e) Under BCAR 02.217 (a) license holders may not exercise the privileges of a license whilst medically unfit or under the influence of alcohol or drugs (see AMC 1.18.7)

BCAR APL 10.5 Validation

- a) The Director may validate a license issued by another ICAO Contracting

State, by issuing a suitable authorization to be carried with the foreign license with such limitations and restrictions as the Director may see fit.



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SUBPART B
APPLICATION FOR THE GRANT OR EXTENSION OF A BELIZE AIRCRAFT MAINTENANCE ENGINEER LICENSE

BCAR APL 10.5 General

An application may be made no more than three months in advance of these ages.

- a) This Subpart prescribes the minimum age and experience requirements, including any courses required or accepted as part of the process of determining whether a License be granted or extended.
 - b) The applicant's experience of maintenance of aircraft will be required to be of an extent and recency according to the application being made.
 - c) Military aircraft maintenance experience will be accepted only if gained whilst serving within the Belize Defense Force, Air Wing.
 - d) Satisfactory completion of a BDCA-Approved ab-initio training course may vary these requirements
 - e) The charges payable for the grant and extension of Licenses are set out in the BDCA Scheme of Charges.
- b) An applicant for the grant/extension of a License shall:
 - 1) Submit an application which is acceptable in content and presentation.
 - 2) Provide evidence of acceptable experience and any training course requirements relevant to the application;
 - 3) Be able to read, write, interpret technical reports and carry out technical discussions in the English language;
 - 4) Reach a satisfactory standard in any examinations required;
 - 5) Pay the appropriate fee as laid out in the Scheme of Charges

BCAR APL 10.6 Eligibility

BCAR APL 10.7 Application for a License Without Type Rating (LWTR)

- a) Prior to the grant/extension of a License an applicant shall be not less than:
 - 1) 18 years of age for a LWTR;
 - 2) 20 years of age for a Type Rating.
- a) Before applying for the grant or extension of a LWTR, an applicant must have passed all necessary written examinations as described in BCAR PART 10 Subpart C.



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- b) An application for the grant or extension of a License Without Type Rating should be made on BDCA Form AD 300. Applicants should ensure that they use forms of the current version. These are available from the BDCA, Personnel Licensing Unit, P.S.W. Goldson International Airport, Ladyville.
- c) BDCA Form AD 300 requires information on the nature of experience, the periods during which the experience has been gained and the signatures required in confirmation. Documents pertaining to service in the Belize Defense Force Air Wing, completion of aeronautical engineering courses, foreign licenses and professional qualifications should be submitted to the BDCA in support of the application when relevant. If copy documents are submitted these shall be certified as a true copy by the person who confirms the experience on the BDCA Form AD 300).
- d) LWTR Sub-Divisions may be applied for in any order with the exception of:
- 1) Category 'A' Aeroplanes 1 which will be granted only in combination with either Category 'C' Piston Engines – Aeroplanes or Category 'C' Turbine Engines – Aeroplanes, as requested and according to experience.
 - 2) Category 'C' Piston Engines – Aeroplanes or Turbine Engines – Aeroplanes which will be granted only in combination with Category 'A' Aeroplanes 1.
- 3) Category 'R' which requires that the LWTR Sub-Division Radio Communication and Navigation is held before the License can be extended to include Category 'R' Radio Radar.
 - 4) Category 'X' – Compass Compensation and Adjustment which requires an applicant to hold LWTRs in both Categories 'A' and 'C'. The applicant is required to have a minimum of 6 months engineering experience relating to the maintenance of operating aircraft in the 2 years preceding the date of application.
- NOTE: Category 'X' instruments LWTR includes the elements of the Category 'X' – Compass Compensation and Adjustment LWTR and so holders of Instruments LWTR do not need to apply for Compass Compensation and Adjustment LWTR.**
- 5) Category 'B' (see paragraph e (2)).
 - 6) Category 'D' (see paragraph f (2)).

BCAR 10.8 Experience Requirements – LWTR

- a) Categories – A, C, X and R
- 1) Applications for the grant or extension of a License in any of these Categories (except Category 'X' – Compass Compensation and Adjustment, for which see paragraph (d) must show



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- confirmed minimum specific periods of aviation maintenance engineering experience totaling 3 years.
- b) Applications must also show the following minimum experience, which must have been gained whilst maintaining operating aircraft and not in component workshops or on static or non-flying aircraft:
- 1) for a Category 'A' and/or 'C' LWTR, 24 months relating to Airframe and/or engine maintenance, 12 months of which must be in the 2 years immediately preceding the date of application.
 - 2) for any Category 'R' and/or 'X' LWTR (excluding Category 'X' – Compass Compensation and Adjustment), 24 months related to avionic systems, 12 months of which must be in the 2 years immediately preceding the date of application.
 - 3) 6 months, within the 12 months referred to in (1) and (2), relevant to the specific LWTR for which application is being made.
- c) Where an applicant for Category 'X' Electrical holds a valid License which includes both Category 'A' and Category 'C' LWTR sub divisions, the experience in BCAR 10.8 b (2) above need not be complied with and the applicant need show only the 6 months experience relevant to the LWTR required in BCAR 10.8 b (3).
- Any of the periods specified in this paragraph may be concurrent.
- d) Where in a particular case, the LWTR or Sub-Division syllabus covers systems or subjects which may not be encountered necessarily by an applicant, specific practical experience on that subject or system will not be required, provided that the general area of the LWTR/Sub Division is supported by experience; for example in the case of:
- 1) LWTR Turbine Engines-Aeroplanes, experience of propellers may not have been gained;
 - 2) LWTR Instruments, experience of INS may not have been gained;
 - 3) LWTR Electrical, experience of a.c. power may not have been gained. However lack of experience in these subjects will not exclude them from the examination.
- e) Category 'B'
- 1) Applications for Category 'B' Aeroplanes or Rotorcraft must show confirmed Minimum specific periods of 12 months, within the 2 years immediately preceding the date of application, major maintenance/major repair/overhaul activity on aeroplanes or rotorcraft, as applicable, below 5700 kg. This experience is additional to, but may have been obtained concurrently with; the experience required for the prerequisite



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Category 'A' License. Notwithstanding this minimum period of experience, an applicant must show an appropriate breadth and depth of experience on specific aircraft to support the application.

- 2) An applicant for the grant or extension of a License to include Category 'B' must hold the equivalent LWTR in Category 'A' Aeroplane or Category 'A/C' Rotorcraft, together with the equivalent Type Rating(s).
 - 3) Category 'B' LWTR is only granted concurrently with an appropriate Type Rating.
- f) Category 'D'
- 1) Applications for grant/extension of a License in Category 'D' must show confirmed minimum periods of 2 years use of a Category 'C' Type Rated License on piston engines in aircraft and 12 months, within the 2 years immediately preceding the date of application, overhaul of aircraft piston engines.
 - 2) An applicant for the grant or extension of a License to include Category 'D' must hold the equivalent LWTR in Category 'C' – Piston Engines (Aeroplanes) or 'A/C' –Piston Engine Rotorcraft as appropriate together with the equivalent type ratings.

- 3) Category 'D' LWTR is only granted concurrently with an appropriate Type Rating

BCAR APL 10.9 Application for a Type Rating

- a) Type Ratings are designated within paragraphs of AMC 1.18.5 and the paragraphs relate to the various License Categories. For the purpose of this Subpart, the Types/Systems covered by the Type Ratings are summarized in AMC 1.18.1 Table 2.
- b) An application for a Type Rating in respect of the type of aircraft, engine or system will be considered provided that:
 - 1) the appropriate LWTR is held or is being applied for simultaneously (See AMC 1.18.1 Table 1). In the latter case the Type Rating will not be granted until the appropriate LWTR is held;
 - 2) the aircraft is of a type, or the engine or system is installed in a type that is registered in Belize and in respect of which a Belize Certificate of Airworthiness is in force or has been applied for;
 - 3) the application is not:
 - i) for an aircraft type, engine or system described in, or considered by the BDCA to fall within the description of paragraph 14 of AMC 1.18.5;



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- ii) in Category 'B', for
- A) a pressurized aeroplane, or
 - B) an aeroplane in which the primary structure is of reinforced plastic/epoxy manufacture, or
 - C) an aeroplane having a MTWA exceeding 5700 kg (12,500 lb), or
 - D) a rotorcraft having a MTWA exceeding 2730 kg (6,000lb);
- iii) in Category 'D', for Piston Engines with a power rating exceeding 670 BHP (500 kW) or for any jet or propeller turbine engine.
- c) For Type Ratings indicated '+' in AMC 1.18.1 Table 2, an application may be made for the complete paragraph or for specific types of Aeroplanes, Rotorcraft or Engines within the paragraph.
- d) The Type Ratings within paragraphs 5.6, 5.8, 5.9, 6.4, 6.5, 6.6 and 7.4 of AMC 1.18.5 are available only as specific types of Aeroplane, Rotorcraft or Engine and therefore are not available as a complete paragraph.
- e) The assessment procedure for the grant of a Type Rating varies according to the particular Type Rating required and may take the form of an oral examination, completion of Approved Type Training or assessment of experience alone. Where satisfactory completion of Approved Type Training is required normally, the BDCA may decide in a particular circumstance that an oral examination should be carried out either in lieu of the course or in addition to it.
- f) The BDCA will consider accepting a type training course instead of an oral examination which would otherwise be required for a particular type rating. Agreement from Personnel Licensing must be obtained before the type course is undertaken.
- g) The application procedure to extend a license to include a Type Rating is similar to that described in BCAR APL 10.7, except that the application BDCA Form AD 300 must be accompanied by BDCA Form AD 301 Type Rating Record of Experience
- h) The certification required on BDCA Form AD 300 shall be made by an engineer, acceptable to the BDCA, who shall normally have had regular professional contact with the applicant and who has held a Belize License, in the discipline for which application is made, for a minimum period of 24 months. The License must be valid. The signatory may be an experienced person other than an appropriately licensed engineer with the prior agreement of the BDCA Personnel Licensing Department.
- i) Where the applicant is required to undergo Approved Type Training, the



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applicant must give details on the BDCA Form AD 300 and submit a copy of the appropriate Certificate.

BCAR APL 10.10 Experience Requirements – Type Ratings

- a) Subject to BCAR APL 10.10 (b), extension of a License to include a Type Rating does not normally require a period of general experience additional to that required for the relevant LWTR, which must be held before a Type Rating will be granted (see AMC 1.18.1 Table 2). However a satisfactory Record of Experience appropriate to the Type applied for must be submitted as part of the application for a Type Rating (see BCAR APL 10.9 (g)). The experience shown on it must have been gained within the three years before the application.
- b) An application for a Type Rating from a holder of an LWTR which was gained following successful completion of an Approved Ab-initio Course must show confirmed evidence that he or she has obtained at least 12 months relevant aircraft engineering experience with an organization engaged upon the maintenance of operational aircraft in addition to that gained during the course.
- c) Category 'A', 'B', 'C' and 'D' Type Ratings:
- 1) Category 'A' – Aeroplanes in paragraphs 5.0, 5.1, 5.7, 5.7.1, 5.9 and 5.9.1 of AMC 1.18.5; Category 'B' – Aeroplanes in paragraphs 5.1, 5.7 or 5.7.1 of AMC 1.18.5;
 - 2) Category 'B' – Rotorcraft in paragraphs 7.1 or 7.3 of AMC 1.18.5;
 - 3) Category 'C' – Engines in paragraphs 6.0 or 6.3 of AMC 1.18.5;
 - 4) Category 'D' – Engines not more than 500 kW (670 BHP) in paragraph 6.3 of AMC 1.18.5
 - 5) Categories 'A/C' – Rotorcraft in paragraph 7.1 of AMC 1.18.5
 - i) A Type Rating will normally be granted subject to a satisfactory oral examination on those items in the modular syllabus applicable to the Category/Type Rating.
 - ii) Where application is made for the paragraph itself, the Record of Experience referred to in BCAR APL 10.01(a) must provide satisfactory evidence of relevant experience of at least 1 year on a minimum of three types of aeroplanes, rotorcraft and/or engines, as appropriate, of different manufacturers within that paragraph. The types must be representative of those within the paragraphs and one type must satisfy the following criteria:



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- A) For paragraph 5.7.1: Aeroplanes having retractable landing gear.
- B) For paragraph 5.7: Aeroplanes over 2730 kg and having retractable landing gear.
- C) For paragraph 5.9.1: Aeroplanes below 2730 kg having retractable landing gear and are pressurized.
- D) For paragraphs 6.0 or 6.3: Engines that are supercharged/turbocharged and of the type (Petrol or Diesel) covered by the paragraph.
- E) Where application is made for a specific type only, the Record of Experience need only cover that specific type.
- d) Category 'A' – Aeroplanes in paragraph 5.6 and 5.8 of AMC 1.18.5
- e) Category 'C' – Engines in paragraphs 6.4, 6.5 and 6.6 of AMC 1.18.5.
- f) Category 'A' and 'C' – Rotorcraft in paragraphs 7.3 and 7.4 of AMC 1.18.5
- 1) A Type Rating will normally be granted subject to evidence of satisfactory completion either of a BDCA Approved Course covering the Type Rating or of a type training course to ATA 104 level 3 covering the Type Rating and carried out by a suitably approved 147 Approved Maintenance Training Organization approved by the Authority. In either case the course should have been completed within the 3 years immediately preceding the date of application.
- 2) Application may be made only for specific types of Aeroplanes, Rotorcraft and/or Engines listed in paragraphs 5.6, 5.8, 5.9, 6.4, 6.5, 6.6 and 7.4 and not for the complete paragraph.
- 3) Applications will be considered for paragraph 7.3 or for specific types of Rotorcraft covered by the paragraph. Where application is made for the paragraph, the Record of Experience must provide satisfactory evidence of relevant experience of at least 1 year on a minimum of three types of Engines and/or Rotorcraft by two different manufacturers within that paragraph. The types must be representative of the paragraph. Where application is made for a specific type only, the Record of Experience need only cover that specific type.
- g) Application for one of the complete paragraphs 5.0 (Category A only), 5.1, 5.7, 5.7.1, 5.9.1, 6.0, 6.3, 7.1 or 7.3, may be accepted without examination for the complete paragraph, or without a training course for the complete paragraph, provided that:



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- 1) The applicant has obtained three Type Ratings of aircraft and/or engines of different manufacturers, representative of types within the paragraph, and
 - i) For paragraphs 5.7, 5.7.1, 6.0 and 6.3, one of the Type Ratings must satisfy requirement (3) below.
 - ii) For paragraph 7.3, an engine type by two different manufacturers is required.
- 2) The applicant must show confirmed experience of 2 years maintenance of aircraft and/or engines within the paragraph. For paragraphs 5.7, 5.7.1, 6.0 and 6.3, 1 year must be on types satisfying requirement in BCAR 10.10 (g) (3).
- 3) For paragraph 5.7.1: Aeroplanes having retractable landing gear but not necessarily pressurized. For paragraph 5.7: Aeroplanes over 2730 kg, and having retractable landing gear, but not necessarily pressurized.

For paragraph 5.9.1: Aeroplane below 2730 kg having retractable landing gear and are pressurized.

For paragraphs 6.0 or 6.3: Engines that are supercharged/turbocharged and of a type (Petrol or Diesel) covered by the paragraph.
- h) Category 'X' Type Ratings
 - 1) Category 'X' – Instruments. A Type Rating for any of the paragraphs 8.1, 8.2, 8.3 or 8.4 of AMC 1.18.5 will be granted subject to a satisfactory oral examination on those items in the modular syllabus applicable to the Category and to the Type Ratings.
 - 2) Category 'X' – Electrical
 - i. A Type Rating for any of the paragraphs 9.1, 9.2 or 9.3 of AMC 1.18.5 will normally be granted subject to a satisfactory oral examination on those items in the modular syllabus applicable to the Category and to the Type Ratings.
 - ii. A Type Rating in paragraph 9.4 of AMC 1.18.5 will normally be granted subject to evidence of satisfactory completion either of a BDCA Approved Course covering the Type Rating or of a type training course to ATA 104 level 3 covering the Type Rating and carried out by a suitably approved 147 Approved Maintenance Training Organization. In either case the course should have been completed within the 3 years immediately preceding the date of application.
 - i) Category 'X' – Automatic Pilots – Aeroplanes or Rotorcraft. A Type Rating for any of the paragraphs 13.1, 13.2, 13.3, 13.4 and 13.5 of AMC 1.18.5 will normally be granted subject



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to a satisfactory oral examination on those items in the modular syllabus applicable to the Category and to the Type Ratings.

- j) Category 'X' – Combined Category Instruments/Automatic Pilots. 'X' Combined Category LWTR is a prerequisite for the grant of any of the Combined Category Type Ratings listed in paragraph 10 of AMC 1.18.5. Such a Type Rating will normally be granted subject to evidence of satisfactory completion either of a BDCA Approved Course covering the Type Rating or of a type training course to ATA 104 level 3 covering the Type Rating and carried out by a suitably approved 147 Approved Maintenance Training Organization. In either case the course should have been completed within the 3 years immediately preceding the date of application.
- k) Category 'X' – Compass Compensation and Adjustment. For

holders of Category 'X'– instruments LWTR a Type Rating for paragraph 8.8 of AMC 1.18.5 will be granted. For holders of Category 'X' – Compass Compensation and Adjustment LWTR a Type Rating for paragraph 15 of AMC 1.18.5 will be granted. These Type Ratings will normally be granted subject to the provision of evidence of compass swings, which have included the compensation and adjustment of compasses, on four aircraft within the preceding 12 months.

- l) Category 'R' Type Ratings A Type Rating for paragraph 12.2, 12.2.1, 12.3 or 12.3.1 of AMC 1.18.5, will normally be granted subject to assessment by the BDCA of the Record of Experience required in paragraph 6.1.



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**SECTION 10
SUBPART C
EXAMINATIONS**

BCAR APL 10.11 General

- a) This Subpart provides information on the examinations appropriate to the grant or extension of a License. The information in relation to LWTRs in particular may not apply to candidates who have completed successfully an Approved Ab-initio Course.

BCAR 10.12 License Without Type Rating

- a) Examinations will comprise those modules of the syllabus in AMC 1.18.2 which are applicable to the Category/Sub-Division, less those modules previously satisfied by an existing LWTR held on a valid License.
- b) The examination for the initial grant of a License will normally be in three parts:
- 1) comprising individual multiple choice question papers,
 - i. BCAR Regulations – multi choice
 - ii. Airframe – multi choice
 - iii. Powerplant – multi choice
 - iv. General – multi choice
 - 2) an essay question paper, and

- 3) an oral/practical examination.

- c) The examination for license extension to include a LWTR requires the applicant to sit and pass only the additional multiple choice modular exams applicable to the license category/sub-division being sought. In the case of extensions to include categories 'B' or 'D' or 'X' Compass Compensation, an additional essay paper is taken instead of a multiple choice paper.

BCAR 10.13 Type Ratings

- a) The assessment procedure for Type Ratings is set out in BCAR APL 10.9 BCAR APL 10.10. Where an oral examination is required it will cover those items of the modular syllabus appropriate to the Type Rating.
- b) Concurrent applications for an LWTR and an associated Type Rating where both require an oral examination will result in one oral examination covering both aspects once all written examination passes have been achieved for the LWTR.

BCAR APL 10.13 Examinations

- a) General
- 1) Information on examination format is given below. Candidates should



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- expect to be examined according to the syllabus in AMC 1.18.2 appropriate to the rating regardless of whether or not they have experience on particular systems. (See BCAR APL 10.8 (d)).
- 2) Candidates must present 2 copies of proof of identification, such as a passport or a nationally recognized Identity document such as a social security card, when attending for examination.
 - 3) Applications to take written examinations are made independently of the application for the issue or extension of a license and may be made at any time irrespective of the level of maintenance experience gained. Application must be made in the BDCA Form AD 300 and may cover one or more papers relevant to the LWTR sought. Written papers may be applied for and taken in any order.
 - 4) An application for License issue also covers the oral examination and candidates should be ready to take that examination when submitting the application.
- b) Written Examination.
- 1) The time allowed for each examination paper is shown on the answer sheet which the candidate must sign. All questions in a paper are worth equal marks. The pass mark for each modular multiple choice paper is 70%. The pass mark for the essay paper is 70%.
- Calculators or similar devices may not be used during examinations.
- 2) A pass in a multiple-choice or essay paper is valid for one year from the date of the examination. All parts of the required examinations (including any oral examination) must be passed within that period. Any passes falling outside that time limit will lapse. Any written examinations passed previously for an LWTR already held on a valid license are not affected by this one year limit.
- c) Multi-Choice Paper.
- 1) For each module being taken, a computer generated exam is provided. Each question comprises an introductory statement (question stem) and three alternative answers designated (1), (2) and (3) printed below. Only one of these answers is totally correct, the remaining two answers are incorrect or only partially correct, being incomplete in some definite aspect.
- d) Essay Paper.
- 1) An essay paper comprises a number of questions each with an allocated space in which the candidate is required to write the response. Some questions will cover basic principles and practical features appropriate to systems and/or components but in the main they will relate to maintenance and inspection aspects, condition



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assessment, functional checking, trouble-shooting procedures and maintenance certification. They may also include a need to consider legislative requirements and human factors implications in certain instances.

- i) For examinations in respect of LWTR categories 'A', 'C', 'X' or 'R', the essay paper is required for initial License issue only. This paper is intended to test the candidate's ability to read, write and express himself in technical English although some element of technical evaluation will occur.
- ii) In addition, for Categories 'B', 'D' and 'X' Compass Compensation an essay paper will have to be taken predominantly to examine the specific additional technical elements relating to these subjects.

e) Oral Examination.

- 1) The basic oral examination is carried out only at license issue and is the final stage in the process for the grant of a License. An application for LWTR oral examination and License issue can be made only when the appropriate experience requirements for License issue have been met and all written examinations required have been passed within the time limit allowed. The oral examination

must be passed within five years of the first written examination pass. Oral examinations may also be carried out for the extension of a License to include certain Type Ratings. The examinations are carried out by Surveyors at BDCA Offices at times mutually agreed.

- 2) The LWTR oral examination at License issue is not intended to re-examine the basic knowledge of an individual. It is aimed primarily at assessing whether or not the individual possesses the expected ability to discharge the responsibilities of a License holder. The oral examination will therefore be an assessment of the individual's fitness to hold the License by evaluating such issues as the determination of maintenance requirements, preparation and use of documents, supervision of tasks, and management of complex tasks and the meeting of the various requirements to permit certification to be made. Whilst it is not intended that the oral examination deal with specific subjects from the syllabus, surveyors may include such questions if the candidate's answers to other questions suggest there is justification to do so. The oral examination must be passed within five years of passing the first written examination paper.
- 3) An oral examination for a Type Rating, where required, is based on those items of the syllabus applicable to the Category and Type Rating (see Appendix 1),



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- emphasis being placed on the practical application of the knowledge. The candidate will be expected to demonstrate a knowledge of the aircraft, systems or components relevant to the Type Rating being sought, the manufacturer's maintenance documentation, relevant airworthiness data including Airworthiness Directives and modifications, typical defects and where applicable typical repair and inspection procedures for the Type. In addition, the candidate will be expected to show a familiarity with the checking and adjustment procedures for the various systems. Areas of work itemized by the candidate in the Type Rating Record of Experience will be included in the examination.
- f) Failure and Partial Passes
- 1) LWTR Written Examinations. A candidate who wishes to reapply after any failure of an examination must complete and submit a BDCA Form AD 300, no earlier than two months since the date of failure. Any modular passes are valid as described in BCAR APL 10.13 (b) (1)
 - 2) LWTR Oral Examinations. A candidate who wishes to reapply after any failure of an oral examination must complete and submit a BDCA Form AD 300, no earlier than two months since the date of failure.
- 3) Subject to remaining within the five year time limit, a candidate is allowed two further attempts at an oral examination for the issue of an LWTR provided that the subsequent attempt takes place no earlier than two months and no later than six months after the previous failure. A candidate who fails all three attempts at the oral examination will be required to take or retake the appropriate written examinations before reapplying for License issue and oral examination.
- g) Type Rating.
- 1) A candidate, who has failed a Type Rating oral examination and wishes to be re-examined, should complete further BDCA Forms AD 300 and AD 301 listing items of experience since the previous application. A minimum of three months of additional experience will be required for re-application.
- h) Failure Guidance
- 1) Candidates may request guidance following failure of an oral examination only. Requests must be made in writing to the BDCA Personnel Licensing Department and guidance will be supplied only a writing. The BDCA cannot offer any beneficial guidance on failure of written examinations beyond the marks shown on the failure notification.
- i) Exemptions



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- 1) You may be granted exemption from parts of the written examinations if you hold certain qualifications or licenses; if you think you qualify for these exemptions you must submit supporting documentation each time you make an application. These exemptions are listed in the table below:

IF YOU	YOU MAY BE EXEMPT
Hold a valid ICAO Type II or FAA A & P Certificate (but not a temporary certificate)	Multi-choice questions from modules (except module) where the rating on the license corresponds to the category for which you are applying NOTE: Where a candidate's results are such that all the examination must be retaken or following a partial pass a candidate again fails, these exemptions may be withdrawn for further applications for that category
Hold a valid foreign AME, the examinations for which were conducted by a BDCA Surveyor, or which was issued under the direct supervision of the BDCA personnel NOTE: You will need to provide written confirmation from the relevant foreign authority	All written examination (Except Regulations) provided that; (a) the examination was conducted to the current issue of BCAR APL Part 10 and (b) any type rating which you are applying to be transferred must be for a type currently on the Belize register and not a type for which completion course is required by Subpart C
Hold an Aeronautical Maintenance Certificate	Multi-choice questions from modules which are held on your AMC



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**SECTION 10
SUBPART D
LICENSE RENEWALS**

BCAR APL 10.14 General

- a) A License may be renewed as described below provided that the holder provides evidence of having been engaged on the maintenance of operating aircraft for periods totaling at least 6 months during the 24 months before application for renewal. Where a License holder is unable to show such experience but has been involved actively for the same minimum period in matters concerned with aircraft maintenance (e.g. as a quality engineer or quality manager, an aeronautical engineering instructor or as a flight engineer) consideration will be given to renewing the License.

the License is due to expire to avoid any break in continuity.

- b) A License cannot be back-dated and in order to ensure continuity of License coverage an acceptable application for renewal must be received by the BDCA in good time before expiry of the License. Any lack of continuity in the validity of the License will be recorded on the renewed License. Any certifications issued after a License has lapsed could affect the validity of the Certificate of Airworthiness of the aircraft for which those certifications were issued.

BCAR APL 10.15 Renewal

- a) It is the responsibility of the License holder to ensure that his or her License remains valid. However, approximately two months before the BDCA will notify the holder about the expiry date of the License. For this reason, and to be sure of receiving information, it is important for License holders to leave their telephone number at the BDCA office. Applications for renewal will not be accepted more than 60 days before expiry of the License. Applications involving conversion will be accepted before that time and in any event should be made no later than six weeks before

- c) If certification has been made under the authority of a License which has lapsed, the License will not be renewed until a statement has been made that all such certifications have been re certified by the holder of a valid License. This statement must be made by the owner of the aircraft or by the maintenance organization(s) responsible for the maintenance of the aircraft since the invalid certification was made.

- d) If certification has been made under the authority of a Company Authorization based upon the certifier holding a valid License which had lapsed at the time the certification was made, the License will not be renewed until a statement



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has been made that all such certifications have been re certified by the holder of a valid Company Authorization. This statement must be made by the Quality Manager of the approved maintenance organization(s) responsible for the maintenance of the aircraft since the invalid certification was made.

- e) The BDCA can only renew a License upon being satisfied with the renewal submission and upon the receipt of the statutory fee. The charge payable will be shown on the application form. Licenses are renewed annually.

BCAR APL 10.16 Expired Licenses

- a) A License which has lapsed for less than 2 years will be considered for renewal without examination of the

holder provided that the other requirements of this Chapter are met.

- b) A License which has lapsed for more than 2 years will not be renewed without examination of the holder. The amount of recent experience required will depend on the length of time since the license lapsed and the nature of employment. Application for the re-issue of the License should be made in accordance with the procedures in BCAR APL Part 10 Subpart B Examination details appropriate to the circumstances will be notified by the BDCA. The extent of the examination will generally be dependent on the nature of the holder's employment since the License was last renewed and on the degree to which such employment can be considered by the BDCA as comparable to those privileges for which the License was valid.



**BCAR APL
PART 11
Miscellaneous**

BCAR-APL 11.1 General exemptions.

BCAR-APL 11.1.1 An applicant under these Regulations who cannot comply with certain eligibility requirements or areas of operations required for the issue of an airman license because of physical limitations or for other reasons, may be issued a license, rating, or authorization with an appropriate limitation where:

- (a) The applicant is able to meet all other certification requirements for the license, rating, or authorization sought;
- (b) The physical limitation, has been recorded with the authority on the medical records of the applicant; and
- (c) The Director determines that the inability of the applicant to perform the particular area of operation will not adversely affect safety.

BCAR-APL 11.1.2 A limitation placed on a license under this regulation may on the recommendation of the Director, be removed where the licensee demonstrates to an examiner, satisfactory proficiency in the area of operation to which the limitation applies, or otherwise shows compliance with conditions to remove the limitation, as applicable.

BCAR-APL 11.1.3 No person shall act as a required pilot of a civil aircraft of foreign registry within Belize, unless the pilot license issued to such person in accordance with these regulations was issued or

validated by the country in which the aircraft is registered.

BCAR-APL 11.1.4 No person shall act as a pilot, flight instructor, required flight crew member, or air traffic controller unless that person holds an appropriate and current medical certificate issued in accordance with these regulations or other documentation acceptable to the Director.

BCAR-APL 11.2 Transitional provisions.

BCAR-APL 11.2.1 Notwithstanding the requirements for licenses ratings and authorizations under parts II, III, IV, V, VII and VIII of these regulations, a person meeting the requirements and exercising the privileges of such license, rating or authorization, on the commencement of these regulations may continue to do so under the conditions of his existing license, rating or authorization for a period no greater than 6 months from the date of the commencement of these regulations and thereafter shall meet the requirements of those Parts.

BCAR-APL 11.2.2 Notwithstanding the requirements for licenses, ratings and authorizations under Part IX of these regulations, a person exercising the privileges of such license, rating, or authorization on the commencement of these regulations may continue to do so under the conditions of his existing license, rating or authorization for a period no



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greater than 36 months from the date of the commencement of these regulations and thereafter shall meet the requirements of Part IX.

BCAR-APL 11.3 BDCA Acceptable Means of Compliance.

BCAR-APL 11.3.1 The holder of an airman license under these Regulations in meeting the requirements of BCAR-APL: 2.3, 3.8, 3.10, 3.17, 3.19, 3.34, 3.42, 3.44, 5.3, 6.2, 6.3, 6.4, 6.7, 7.4, 8.2., shall ensure that he complies with the minimum Acceptable Means of Compliance.

BCAR-APL 11.4 Director may make AMCs or amend AMCs.

BCAR-APL 11.4.1 The Director may make AMCS or amend AMCs and incorporate them by reference into the BCARs.

BCAR-APL 11.4.2 The Director shall not make an AMC or an amendment to an AMC unless the Director has undertaken consultations with interested parties concerning the Standard or the amendment.

BCAR-APL 11.4.3 No AMC or amendment may come into effect less than 30 days after it is made.

BCAR-APL 11.4.4 An AMC or an amendment to an AMC may be made and brought into effect by the Director without regard to BCAR-APL 11.4.2 and

BCAR-APL 11.4.3 Where the AMC or amendment is urgently required to ensure aviation safety or the safety of the public.