

Regulations Governing Licences and Ratings for Airmen

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Amendment to Articles 4, 5, 12, 21, 26, 27, 31~ 33, 36~ 38, 42, 43, 47, 50~ 52, 56, 57, 60~ 62, 64, 65, 72~ 74 and attachment on February 15, 1987

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Amendment to Articles 111, addition of Article 111-1 and attachment 12-1 on September 6, 2010.

Amendment to Articles 2, 5, 7, 10, 14, 21, 22, 63, 65, 67, 69, 70, 79, 81, 83, 84, 98, 99, 102, 103, 107, 109, 111-1, 114-2, 115, attachment 1~ 4, 6~ 9, 11, 12, 14, addition of Article 98- 1~98- 10, attachment 17~ 20 ,promulgated on March 19, 2013.

Amendment to Articles 2, 5, 7, 8, 88, 89, 90, 91, 98-1~98-6, 98-8~98-10, 102, 114 and attachment 1, 8, 9, 13, 16-18, promulgated on December 2, 2015.

Amendment and promulgated totalling 123 Articles on October 16, 2019.

Amendment to Articles 13 and attachment 5, promulgated on March 13, 2023.

CHAPTER 1 GENERAL PRINCIPLES

Article 1

This regulation is established in accordance with paragraph 2 of Article 25 of the Civil Aviation Act.

Article 2

Terms used in this Regulation have the following meanings:

- (1) Rating. An authorization entered on or associated with a licence and forming part thereof, stating special conditions, privileges or limitations pertaining to such licence, issued by Civil Aviation Administration (CAA).
- (2) Aircraft pilot. Refers to the person holding the appropriate type rating and valid medical certificate conducting the flight operation of an aircraft, including the pilot in command and co-pilot. Pilot in command is the pilot designated by the aircraft owner or aircraft operator(operator) as being in command and charged with the operation and safe conduct a flight. Co-pilot is the pilot serving in any piloting capacity other than pilot in command.
- (3) Flight engineer. A licensed engineer who is the holder of appropriate type rating and valid medical certificate authorized to exercise privileges on an appropriate type of aircraft. The privilege includes systems management, operations and

- maintenance during flight time.
- (4) Aircraft maintenance engineer. A licensed aircraft maintenance engineer who is the holder of appropriate type rating authorized to perform duties in respect of maintenance and inspection of airframes, powerplants, or aircraft avionics systems as specified on the licence.
 - (5) Repairman. Refers to a licensed mechanic who holds the appropriate type rating employed by a repair station for the maintenance, repair and overhaul of aeronautic products, devices and parts (hereinafter “Repair Station”) and authorized to engage in the repair, modification and inspection of aircraft or parts of the aircraft.
 - (6) Flight operation officer (flight dispatcher). A licensed specialist who holds on appropriate type rating authorized to exercise flight watch and provides flight information and all operating assistance to the pilot-in-command from the phase of preparing a flight through termination of the flight.
 - (7) Air traffic controller. Licenced public service personnel who holds on appropriate type rating and valid medical certificate authorized to perform a safe, orderly and expeditious control service to facilitate the pilot accomplishing a flight.
 - (8) Flight time
 - a) Aeroplane: The total time from the moment an aircraft first moves under its own power for the purpose of flight until the moment it comes to rest at the end of the flight.
 - b) Helicopter: The total time from the moment the rotary wings start rotating until the moment the rotary wings stop rotating.
 - c) Free balloon / Airship: The total time from the moment it leaves the ground for the purpose of flight until it lands after the flight.
 - d) Glider: The total time from the moment it starts moving, regardless whether being towed, for the purpose of flight, until the moment it comes to rest at the end of flight.
 - (9) Instrument flight time. Time during which a pilot is piloting an aircraft solely by instruments and without external reference points.
 - (10) Cross-country flight. The distance from a point where an aircraft takes off to a point where it lands is no less than 30 kilometers.
 - (11) Flight simulation training device. Refers to full flight simulator, flight training devices and personal computer-based aviation training devices.
 - (12) Flight instructor. A licensed pilot, qualified to act as a flight instructor and perform instruction duties in a CAA approved airman training school (institute).
 - (13) Instructor pilot. A pilot conducts flight instruction in an organization other than institutes referred to by the above (13).
 - (14) Airship. power-driven, lighter-than-air aircraft.
 - (15) Free balloon. Refers to non-power-driven lighter-than-air manned-aircraft (including gas Free balloon and hot-air Free balloon).
 - (16) Glider. An aircraft which is not power-driven, heavier-than-air, derives its lift in flight from aerodynamic reaction on surfaces that remain fixed under given conditions of flight.

Article 3

When airman candidates who satisfactorily pass written and practical examination and meet the requirements established by aviation authorities, CAA shall issue appropriate related rating. The forenamed examinations may be delegated by CAA to appropriate institute or agency.

Article 4

Applicant for airman rating shall provide the following documents:

- (1) Airman application form.
- (2) Photocopy of identification card or passport.
- (3) Various kinds of airman application qualification documents.
- (4) Any other required information as announced by the CAA.

Article 5

Applicants for airman rating shall complete the required written examination within a period of 12-calendar-month, and shall successfully pass every subject within a maximum of 6-examination sessions. If the applicant fails to do so, it is required that the applicant shall start the application process anew. Practical examination shall follow the applicant's passage of written examination and shall be completed within a period of 24-calendar-month within a maximum of 3 examination sessions. If the applicant fails to do so, it is required that the applicant shall start the application of examination process anew.

Except where the CAA has approved an extension or deferral thereto, Applicants who have successfully passed the above rating examinations of the preceding paragraph shall, within 30 days from the date of passing the practical examination, submit proper passing documentation of the written and practical exams to the CAA to apply for the issuance of the rating certificate.

Applicants who fail to obtain a passing score in either examination may apply for re-examination of the failed portion after 30 days of receipt of CAA's examination-score notification. However, applicants who have received make-up and reinforcement training from their respective organizations and in possession of proper documentation thereof shall not be subject to the 30 days limitation.

When in practical examination a pilot is found that a portion of the performance is not up to par, recheck shall be conducted within 60 days. If the applicant fails to meet the deadline, a whole practical examination shall be conducted.

Applicants for air-traffic-controller rating shall only take the practical exam after passing the written exam. Both exams shall be completed within 3 months from the first examination date. Re-examination of either written or practical exam shall be limited to only once.

Applicants for aircraft maintenance engineer rating shall only take the practical exam after passing the written exam. Both exams shall be completed within 10 years from the first examination date. Applicants who fail to complete the exams by the prescribed time limit shall apply for examination anew.

Applicants of the preceding paragraph's rating who fail to obtain a passing score in either examination may apply for re-examination of the failed portion after 90 days of receipt of CAA's examination-score notification. However, Applicants who have received make-up and reinforcement training from the maintenance training organization and in possession of proper documentation thereof shall not be subject to the 90 days limitation.

Article 6

When it is found that the ability to perform with a degree of competency appropriate to the privileges granted to the holder of an airman rating, it is required that the holder of the rating shall be re-examined by CAA or authorized agency.

Article 7

The period of validity of other airman ratings is five years, for flight instructor is two years, in compliance with the following rulings:

- (1) Periodical renewal of ratings: Unless the rating is either suspended or revoked, the rating holder may apply for renewal in 3 months before the current rating expires, attached with 2-inch photos taken within the last 6 months, and a copy of airman rating in validity.
- (2) Renewal of overdue ratings: Airman with rating overdue for more than 12 months, shall successfully pass both written and practical examinations before any re-application of the rating can be processed. Airman rating overdue for less than 12 months can be renewed and the validity period is effective from the re-issued date.
- (3) Added rating: For any additional rating of the same category, the applicant shall have demonstrated a degree of skill appropriate for which the rating is sought. For any additional rating of different categories the applicant shall have to demonstrate both knowledge and skill for which the rating is sought but exclude the written subjects for which the applicant has passed. When applying additional rating by Aircraft pilot and flight engineers shall provide training records and photocopies of valid rating certificates.

The holder of airman ratings shall undersign and shall comply with the following rulings:

- (1) Keeping the airman ratings valid and compliance with the privileges and limitations of ratings when working.
- (2) Shall not perform the work, authorized by the airman rating, when the airman rating become invalid.

Article 8

When the airman rating is suspended or revoked, the holder shall return the respective rating to CAA. When the airman is under the provision of licence suspension, the holder is prohibited from applying for any added rating; if the airman rating is either suspended or revoked, the holder is prohibited from applying for the airman rating of the same type within one year.

If the aircraft maintenance engineer or repairman rating is either suspended or revoked, the holder is not eligible for application of aircraft maintenance engineer nor repairman rating for one year.

Article 9

When airman rating certificate is lost or the holder's original information has changed, the holder or his employed organization shall request CAA for replacement and amendment.

Article 10

Airman written examination shall include subjects on human factor affecting the safety and effectiveness of flight, including threat and error management.

Airman practical examination shall include identification of threat and error management skills.

Article 11

When the holder of the airman rating certificate has a certain limitation on a specific operational limitation, level of English proficiency for radiotelephony communication or any other limitation determined by the CAA as necessary, the CAA may make such

annotation or record it on and within the airman rating certificate.

CHAPTER 2 AIRCRAFT PILOTS

SECTION 1 GENERAL PROVISIONS

Article 12

Licence and rating requirements are established for the following aircraft pilots:

- (1) Private pilot-aeroplane .
- (2) Commercial pilot-aeroplane .
- (3) Airline transport pilot-aeroplane .
- (4) Multi-crew pilot -aeroplane
- (5) Private pilot-helicopter.
- (6) Commercial pilot-helicopter.
- (7) Airline transport pilot-helicopter.
- (8) Private pilot-airship.
- (9) Commercial pilot-airship.
- (10) Private pilot-Free balloon.
- (11) Commercial pilot- Free balloon.
- (12) Private pilot-glider.
- (13) Commercial pilot-glider.
- (14) Flight Instructor rating.
- (15) Instrument rating.
- (16) Radiotelephony communications language proficiency

According to the prescription of the above item (15), applicants qualified for instrument flight rating will not be necessarily issued an instrument flight rating certificate.

For the instrument-rating-unqualified pilots, who qualified for any one of item (1) through item (7) and item (14), and pilots who qualify for any one of the above item (8) through item (13), a remark "visual flight only" is required to add onto the certificate holder's original rating.

Aircraft pilot's according to the prescription of the above item (16), Radiotelphony communications language proficiency, and compliance with CAA language proficiency level 4 to 6 for radiotelephony communications, shall be endorsed within airman certificate.

Article 13

The age of applicants for Aircraft pilot rating license shall meet the following requirements:

- (1) Applicants for student pilots shall not be less than 18 years of age.
- (2) Applicants for private pilot licence shall not be less than 18 years of age.
- (3) Applicants for commercial pilot licence shall not be less than 20 years of age.
- (4) Applicants for multi-crew pilot shall not be less than 20 years of age.
- (5) Applicants for airline transport pilot shall not be less than 23 years of age.
- (6) Except for Flight Simulation Flight simulation training device Training Device instructors, applicants for flight instructor shall not be less than 23 years of age or over 65 years of age.

When performing flight operations, the age of Commercial pilot licence holders, multi-crew pilot licence holders and airline transport pilot licence holders shall not be

more than 65 years of age.

While engaged in airline transport flight operations in international-routes, pilots whose age above 60 years of age but below 65 years of age, shall not be accompanied by other pilots whose age exceeds 60 years of age on the same flight.

Article 14

In order to verify aircraft pilot licence holder's knowledge and skill meet the specified requirements, it is mandatory to state the aircraft's category, class and type, the pilot is qualified for , on the aeroplane or helicopter pilot rating.

Aircraft's category ratings are:

- (1) Aeroplane.
- (2) Helicopter.
- (3) Airship.
- (4) Free balloon.
- (5) Glider.
- (6) Others designated by the Ministry of Transportation and Communications.

Aeroplane's class and type ratings are:

- (1) Single-engine, land.
- (2) Multi-engine, land.
- (3) Single-engine, sea.
- (4) Multi-engine, sea.

Types of aircraft shall be those confirmed by the aviation authorities of aircraft's original manufacturer and approved by the CAA of the Republic of China.

In accordance with the volumes of the envelope, free balloon's class ratings are:

- (1) Class 1 : 250 cubic metre and less.
- (2) Class 2 : 250 to 400 cubic metre.
- (3) Class 3 : 400 to 600 cubic metre.
- (4) Class 4 : 600 to 900 cubic metre.
- (5) Class 5 : 900 to 1200 cubic metre.
- (6) Class 6 : 1200 to 1600 cubic metre.
- (7) Class 7 : 1600 to 2200cubic metre.
- (8) Class 8 : 2200 to 3000cubic metre.
- (9) Class 9 : 3000 to 4000 cubic metre.
- (10) Class 10 : 4000 to 6000 cubic metre.
- (11) Class 11 : 6000 to 9000 cubic metre.
- (12) Class 12 : 9000 to 12000 cubic metre.
- (13) Class 13 : 12000 to 16000 cubic metre.
- (14) Class 14 : 16000 to 22000 cubic metre.
- (15) Class 15 : 22000 cubic metre and above.

Article 15

Aircraft pilots when seeking a type rating, the applicant shall demonstrate the skill and knowledge required for the safe operation of the applicable type of the aircraft; and shall have completed a CAA approved training program that includes written and practical subjects or is the holder of a foreign nation issued valid type rating. Training records shall be made available for inspection. When a type rating is issued limiting the privilege to act as co-pilot, such limitation shall be endorsed on the rating.

The implementation items of the above mentioned written and practical training program shall be prescribed by CAA.

Aircraft pilot's flight checks given by CAA or companies, agencies authorized by Aircraft pilots applying for type rating of an aeroplane certificated for operation with a minimum crew of at least two pilot, the applicant's training courses shall include upset prevention and recovery training in the applicable type of full flight simulator or actual aircraft flight.

Article 16

Aircraft pilots shall have flight logbook or CAA approved record book available for the purpose of recording and verifying flight times and experience; Aircraft pilots who hold a foreign type rating license may be recognized such flight time.

When operated in a multi-crew operation shall have logged their time on pilot station and on control in addition to their flight time.

The total flight time required for a higher grade of pilot licence shall be entitled to be credited as follow:

- (1) Recorded as pilot-in-command's flight time
- (2) When acting as co-pilot at a pilot station of an aircraft certificated for operation by a single 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 licence.
- (3) When the aircraft is operated in a multi-crew operation, that flight time be credited in acting as co-pilot at a pilot station.

Article 17

Only the following defined flight time shall be logged as instrument flight time:

- (1) Time during which a pilot is piloting an aircraft under actual or simulated, instrument weather conditions.
- (2) Total flight time conducted by the pilot in a full flight simulator or flight training device under simulated instrument weather conditions.

Article 18

The following described flight time may be recorded as pilot-in-command's flight time:

- (1) Student pilot's solo flight time during training phase and his (her) actual on control flight time during dual flight with flight instructor after solo phase of training.
- (2) Aircraft pilot takes control of the aircraft, whether or not he or she has been designated as pilot-in-command.
- (3) Flight instructor's flight time during which they are conducting flight instructions or exercising as instructor pilot during flight.

Article 19

Applicant for aircraft pilot license shall be graduates of senior high school or above, or shall have attained an equivalent educational background.

SECTION 2 STUDENT PILOT

Article 20

Applicant for student pilot's permit (thereafter referred to as student pilot) shall be graduates of senior high school or above or shall have attained an equivalent educational background.

Article 21

A student pilot shall meet the following requirements for solo flight :

- (1) Has been issued a student pilot permit by CAA.
- (2) Passed the following tests of academic subject given by a flight instructor.
 - a) Civil Aviation Act and related laws and regulations.
 - b) Aircraft characteristics.
 - c) Limitations of aircraft control.
- (3) Have completed a student pilot training program. The training program shall be established by CAA and shall pass the flight check given by a flight instructor to ensure the student pilot has acquired the capability to fly solo.
- (4) Shall have passed exams concerning rules and regulations of visual flight and related operational safety measures and procedures and has the ability to interpret, read and use aeronautical charts.

Giving airman written examinations and practical examinations for free balloon student pilot, described in subparagraph 2, 3 of the paragraph above, shall be performed by free balloon commercial pilot.

Article 22

Student pilot's flight logbook shall be endorsed by the flight instructor. For free balloon students, pilot flight logbook shall be endorsed by a free balloon commercial pilot.

Article 23

Student pilot shall not engage in any flights other than instructional flight.

Article 24

Student pilots applying for student pilot permit shall possess valid medical certificate. Student pilot permits shall be valid for 12 months and may be renewed at expiry only once. Student pilots who holding a renewed permit may apply for a new student pilot permit after 12 months from the expiry of the renewed permit.

SECTION 3 PRIVATE PILOT-AEROPLANE

Article 25

In addition to have completed not less than 40 hours of flight time as a pilot of aeroplanes of which no more than 5 hours under instruction in a full flight simulator or flight training device is acceptable as part of the total flight time, private pilot license-aeroplane-applicant shall meet the following requirements:

- (1) The applicant shall have received dual flight instruction in aeroplane from an authorized flight instructor not less than 20 flight hours.
- (2) The applicant shall have completed no less than 5 hours of cross-country flight.
- (3) The applicant shall have completed in aeroplane not less than 10 hours of solo flight time which includes:
 - a) Not less than 5 hours of solo cross-country flight time with at least one cross-country flight totaling not less than 270 km in the course of which full-stop landing at two different aerodromes shall be made.
 - b) Not less than 3 take-offs and full stop landings shall be made at aerodrome which has air traffic control tower.

(4) If the privileges of the license are to be exercised at night, the applicant shall have received no less than 3 hours of dual instruction in night flying. The license holder who has not complied with this requirement shall be prohibited from night flying.

Article 26

Applicant for private pilot license-aeroplane shall have demonstrated a level of knowledge appropriate to the privileges granted to the license holder in the following subjects:

- (1) Civil Aviation Act and relevant laws and regulations.
- (2) Air traffic management procedures.
- (3) Principles of flight of aeroplane.
- (4) Weight and balance.
- (5) Aeronautical meteorology.
- (6) Air navigation basics.
- (7) Radiotelephony procedure and phraseology.
- (8) General maintenance of aircraft.
- (9) Human factor theory

Article 27

Applicant for private pilot license aeroplane shall be able to demonstrate the ability to perform as pilot-in-command of an aircraft and must have no less than 3 hours of dual instruction flight time within the preceding 60 days. The applicant's flight check shall be conducted in accordance with the " CAA PILOT RATING REPORT FORM ".

Article 28

The privileges of the holder of private pilot-aeroplane shall be to act as pilot of the rated type of aircraft engaged in non-revenue flights.

Article 29

Private pilot-aeroplane license holder shall not engage in non-revenue but human carrying flight unless within 3 months after type rated, has flown no less than 5 hours of flight time and within which has made no less than 5 full-stop landing. And shall not engage in human carrying night flight unless the license holder has received dual instruction in night flying.

SECTION 4 COMMERCIAL PILOT – AEROPLANE

Article 30

In addition to have completed not less than 250 hours of flight time as a pilot in both aeroplane and full flight simulator or flight training device, applicants who have completed a pilot training program in a CAA approved training institute; or have completed training subjects of a CAA approved training program and passed tests, their total flight time both in aeroplane and full flight simulator or flight training device, may be reduced to a minimum of 190 hours, Applicant of commercial pilot license- aeroplane shall also meet the following requirements:

- (1) The applicant shall have completed in aircraft not less than 100 hours as pilot-in-command, which includes 20 hours of cross-country flight time one of which totaling not less than 540 km in the course, and of which full-stop landings at

three different aerodromes shall be made.

- (2) If the privileges of the license are to be exercised at night, the applicant shall have completed not less than 10 hours of night flight time, which includes 5 hours of dual instruction night flight time. The applicant shall also have completed not less than 10 take-offs and landings as the sole controller of the aircraft. The number of take-offs and landings shall not include touch-and-goes.
- (3) The applicant shall have completed not less than 20 hours of instrument instruction flight time of which no more than 10 hours under instruction in a full flight simulator or flight training device shall be acceptable as part of the total time. No more than 50 hours as a pilot under instruction in a full flight simulator or flight training device shall be acceptable as part of the above prescribed total flight time.

Article 31

Applicant for commercial pilot license - aeroplane shall have demonstrated a level of knowledge appropriate to the privilege granted to the license holder in the following subjects:

- (1) Civil Aviation Act and related laws and regulations.
- (2) Principles of flight of aeroplane
- (3) Air traffic management procedures.
- (4) Weight and balance.
- (5) Aeronautical meteorology.
- (6) Basic air navigation.
- (7) Radiotelephony and phraseology.
- (8) General maintenance of aircraft.
- (9) Human factor theory

Article 32

Applicant for commercial pilot license-aeroplane shall have no less than 3 hours of flight instruction flight time within the preceding 60 days of application or have completed a CAA approved training program. The exam shall be implemented in accordance with the “ CAA PILOT RATING REPORT FORM ”.

Article 33

The commercial pilot-aeroplane licence-qualified pilot have all the privileges of the holder of a private pilot license aircraft, on the same type of aircraft, may also :

- (1) Act as pilot-in-command or co-pilot in aeroplane engaged in operations other than commercial air transportation.
- (2) Act as pilot-in-command in commercial air transportation in an aeroplane certified for single-pilot operation.
- (3) Act as co-pilot in commercial air transportation in an aeroplane required to be operated with a co-pilot.

SECTION 5 MULTI-CREW PILOT – AEROPLANE

Article 34

In addition to have completed a CAA approved training course not less than 240 hours as pilot-flying and pilot non-flying of actual flight on an aeroplane, full flight simulator or flight training device, multi-crew pilot license-aeroplane applicants shall meet the following requirements:

- (1) Flight experience in actual flight on an aeroplane shall meet the requirements of Article 25, including upset prevention and recovery training, night flying and flight by reference solely to instruments.
- (2) The applicant shall have gained, in a turbine-powered aeroplane certificated for operation with a minimum crew of at least two pilots, or from a full flight simulator or flight training device approved for that purpose by the CAA.

Article 35

Applicant for multi-crew pilot license - aeroplane shall have demonstrated a level of knowledge appropriate to the privilege granted to the license holder in the following subjects:

- (1) Civil Aviation Act and related laws and regulations.
- (2) Principles of flight of aeroplane.
- (3) Air traffic management procedures.
- (4) Weight and balance.
- (5) Aeronautical meteorology.
- (6) Basic air navigation.
- (7) Radiotelephony and phraseology.
- (8) General maintenance of aircraft.
- (9) Instrument flight
- (10) Human factor theory

Article 36

Applicants for multi-crew pilot license- aeroplane shall have completed the CAA approved training program. The applicant shall be able to demonstrate in accordance with “CAA PILOT RATING REPORT FORM” the ability to perform as pilot-in-command of the aeroplane.

Article 37

The multi-crew pilot licence - aeroplane qualified pilot have privileges of the holder of a private pilot licence - aeroplane and all the pilot license on the same type of aeroplane as follow :

- (1) To act as co-pilot of an aeroplane required to be operated with a co-pilot exercise in a multi-crew operation.
- (2) Before exercising the privileges of a commercial pilot licence in a single-pilot operation in aeroplanes, the licence holder shall have.
 - a) Completed actual flight operation of aircraft for a minimum of 70 hours, which shall include at least 10 hours of actually operating as pilot-in- command.
 - b) Completed 20 hours of cross-country flight time as pilot-in-command, or made up of not less than 10 hours as pilot-in-command and 10 hours as pilot-in-command under supervision, including a cross-country flight totalling not less than 540 km in the course of which full-stop landings at two different aerodromes shall be made.

SECTION 6 AIRLINE TRANSPORT PILOT – AEROPLANE

Article 38

In addition to hold a current commercial pilot license- aeroplane or multi-crew pilot license-aeroplane or a valid airline transport pilot-aeroplane license which issued by

foreign nation, and rated with appropriate type of aeroplane and shall have completed not less than 1500 hours of flight time as a pilot of Aeroplane, airline transport pilot license- aeroplane -applicant shall meet the following requirements:

- (1) The applicant shall have completed in aeroplane not less than 250 hours of flight time as pilot-in-command.
- (2) The applicant shall have completed not less than 400 hours of flight time as copilot in aeroplane engaged in air transport services.
- (3) The applicant shall have completed not less than 200 hours of cross-country flight time, of which not less than 100 hours shall be as pilot-in-command.
- (4) The applicant shall have completed not less than 100 hours of night flight time.
- (5) The applicant shall have completed not less than 75 hours of instrument flight time, of which no more than 30 hours in a full flight simulator or flight training device is acceptable as part of the total time.

Article 39

The applicant for airline transport pilot license- aeroplane shall have demonstrated a level of knowledge appropriate to the privileges granted to the license holder in the following subjects:

- (1) Civil Aviation Act and related laws and regulations
- (2) Air traffic control procedures
- (3) Weight and balance
- (4) Aeronautical meteorology
- (5) Basic air navigation
- (6) Radio telephony and phraseology
- (7) General maintenance of aircraft
- (8) Human factor theory

Article 40

The applicant for airline transport license- aeroplane shall be able to demonstrate the ability to perform as pilot-in-command of an aeroplane and must have no less than 100 hours of flight time within the preceding 12 months in aeroplane of the same category, of which no less than 25 hours of flight time shall be in aeroplane of the same type the applicant is seeking the rating. Or the applicant has completed the CAA approve training program specifically designed for qualifying such applicants. The applicant shall be able to demonstrate in accordance with the required items on the “CAA PILOT RATING REPORT FORM” the ability to perform as pilot-in-command of the aeroplane.

Article 41

The privileges of the holder of an airline transport pilot license- aeroplane shall be to exercise all the privileges of the holder of a private and commercial pilot license aeroplane and to act as pilot-in-command and copilot in air transportation in aircraft types for which the license holder is rated.

SECTION 7 PRIVATE PILOT – HELICOPTER

Article 42

In addition to completed not less than 40 hours of flight time as a pilot of helicopters, private pilot license-helicopter-applicant shall meet the following requirements:

- (1) The applicant shall have completed not less than 20 hours of dual instruction time in helicopter from an authorized flight instructor.
- (2) The applicant shall have completed not less than 5 hours of cross-country flight time.
- (3) The applicant shall have completed not less than 10 hours of solo flight time, and meet the following requirements:
 - a) Not less than 5 hours of solo cross-country flight time with at least one cross-country flight totaling not less than 180 km in the course of which landing at two different point shall be made.
 - b) Not less than 3 take-offs and landings shall be made at aerodrome which has air traffic control tower.
- (4) If the privileges of the license are to be exercised at night, the applicant shall have received not less than 5 hours of dual instruction in night flying. The license holder who has not complied with this requirement shall be prohibited from night flying.

Article 43

Applicant for private pilot license-helicopter shall have demonstrated a level of knowledge appropriate to the privileges granted to the license holder, in the following subjects:

- (1) Civil Aviation Act and related laws and regulations.
- (2) Principles of flight of helicopter.
- (3) Air traffic management procedures.
- (4) Weight and balance.
- (5) Aeronautical meteorology.
- (6) Air navigation basics.
- (7) Radio telephony and phraseology.
- (8) General maintenance of helicopter.
- (9) Human factor theory

Article 44

Applicant for private pilot license-helicopter shall be able to demonstrate the ability to perform as pilot-in-command of a helicopter and must have no less than 3 hours of dual instruction flight time within the preceding 60 days. The applicant's flight check shall be conducted in accordance with the "CAA PILOT(HELICOPTER) RATING REPORT FORM".

Article 45

The privileges of the holder of private pilot licence-helicopter shall be to act as pilot of the rated type of helicopter engaged in non-revenue flights.

Article 46

Private pilot license-helicopter-holders shall not engage in non-revenue but human carrying flight, unless within 3 months after type rated, has flown no less than 5 hours of flight time and within which has made no less than 5 landings. And shall not engage in human carrying night flight unless the license holder has received dual instruction in night flying.

SECTION 8 COMMERCIAL PILOT – HELICOPTER

Article 47

In addition to have completed not less than 150 hours flight time as a pilot in both helicopter and full flight simulator or flight training device, in which no less than 100 hours of flight time shall be in helicopters, commercial pilot license-helicopter-applicant shall meet the following requirements:

- (1) The applicant shall have completed not less than 35 hours of flight time as pilot-in-command in helicopter.
- (2) The applicant shall have completed not less than 10 hours cross-country flight time as pilot-in-command including a cross-country flight totaling not less than 180 km in the course of which full-stop landings at two different aerodromes shall made.
- (3) If the privileges of the license are to be exercised at night, the applicant shall have completed not less than 5 hours of night flight time including not less than 5 take-offs and 5 landings patterns as pilot-in-command.
- (4) The applicant shall have completed not less than 10 hours of instrument instruction flight time, of which no more than 5 hours under instruction in a full flight simulator or flight training device is acceptable as part of the total time.

No more than 10 hours as a pilot under instructions in a full flight simulator or flight training device is acceptable as part of the above prescribed total flight time.

Article 48

Applicant for commercial pilot license-helicopter shall has demonstrated a level of knowledge appropriate to the privileges granted to the license holder in the following subjects:

- (1) Civil Aviation Act and related laws and regulations.
- (2) Principles of flight of rotorcraft.
- (3) Air traffic management procedures.
- (4) Weight and balance.
- (5) Aeronautical meteorology.
- (6) Air navigation basics.
- (7) Radio telephone and phraseology.
- (8) General maintenance of the helicopter.
- (9) Human factor theory

Article 49

The applicant for commercial pilot licence-helicopter shall be able to demonstrate the ability to perform as pilot-in-command of a helicopter and must have no less than 3 hours dual instruction flight with the preceding 60 days. Or the applicant has completed the CAA established training program, the applicant shall be able to demonstrate in accordance with the “CAA PILOT(HELLICOPTER) RATING REPORT FORM” the ability to perform as pilot-in-command of the helicopter.

Article 50

The privileges of the holder of a commercial pilot licence-helicopter shall exercise all the privileges of the holder of a private pilot licence-helicopter and may also perform the following pilot’s duty in the same type of helicopters for which the licence holder is rated:

- (1) To act as pilot-in-command in any helicopter engaged in operations other than the commercial air transportation.

- (2) To act as pilot-in-command in commercial air transportation in any helicopter certified for single-pilot operation.
- (3) To act as co-pilot in commercial air transportation in helicopters required to be operated with a co-pilot.

SECTION 9 AIRLINE TRANSPORT PILOT – HELICOPTER

Article 51

In addition to hold a current commercial pilot licence-helicopter and rated with appropriate type of helicopter and shall have completed not less than 1200 hours of flight time of which not less than 1000 hours of the flight time as a pilot of helicopters, airline transport pilot licence-helicopter applicant shall meet the following requirements:

- (1) The applicant shall have completed not less than 250 hours of flight time as pilot-in-command of which not less than 50 hours of night flight time.
- (2) The applicant shall have completed not less than 200 hours of cross-country flight time, of which not less than 100 hours shall be as pilot-in-command.
- (3) The applicant shall have completed not less than 30 hours of instrument flight time, of which no more than 10 hours under instrument in a full flight simulator or flight training device is acceptable as part of the total time.

No more than 100 hours as a pilot under instruction in a full flight simulator or flight training device is acceptable as part of the above prescribed total flight time.

Article 52

Applicant for airline transport pilot licence-helicopter shall have demonstrated a level of knowledge appropriate to the following subjects:

- (1) Civil Aviation Act and related laws and regulations.
- (2) Air traffic management procedures.
- (3) Weight and balance.
- (4) Aeronautical meteorology.
- (5) Air navigations.
- (6) Radiotelephony and phraseology.
- (7) General maintenance of helicopter.
- (8) Human factor theory

Article 53

The applicant for airline transport pilot licence-helicopter shall be able to demonstrate the ability to perform as pilot-in-command of a helicopter and must have no less than 100 hours of flight time within the preceding 12 months in helicopter of the same category, of which no less than 15 hours of flight time shall be in helicopter of the same type the applicant is seeking the rating, or the applicant has completed CAA approved training program specifically designed for qualifying such applicants. The applicant shall be able to demonstrate in accordance with the required items on the “CAA PILOT(HELICOPTER) RATING REPORT FORM”, the ability to perform as pilot-in-command of the helicopter.

Article 54

The privileges of the holder of an airline transport pilot licence-helicopter shall be to exercise all the privileges of the holder of a private and commercial pilot

licence-helicopter and to act as pilot-in-command and co-pilot in air transportation in the type of helicopter for which the licence holder is rated.

SECTION 10 PRIVATE PILOT – AIRSHIP

Article 55

Private pilot license-airship-applicant shall have completed not less than 25 hours of airship flight time, which includes

- (1) 3 hours of airship cross-country flight training.
- (2) 3 hours of flight training at night: Cross-country of 45 kilometers in distance, and 5 take-offs and landing to a complete stop.
- (3) Minimum of 3 hours of instrument flight training.
- (4) Minimum of 5 hours of dual instruction flight acting as pilot-in-command in an airship.

Article 56

Applicant for private pilot license-airship shall demonstrate a level of knowledge appropriate to the privileges granted to the license holder, in the following subjects:

- (1) Civil Aviation Act and related laws and regulations.
- (2) Air traffic management procedures.
- (3) Principles of flight of airship.
- (4) Aeronautical meteorology.
- (5) Air navigation basics.
- (6) Radio telephony and phraseology.
- (7) Weight and balance.
- (8) General maintenance of airship.
- (9) Human factor theory

Article 57

Applicant for private pilot license-airship shall have no less than 3 sessions of dual instruction flight within the preceding 60 days. The applicant's flight check shall be conducted in accordance with the "CAA PILOT RATING REPORT FORM (AIRSHIP)".

Article 58

The privilege of the holder of private pilot licence-airship includes acting as pilot-in-command of a certified airship engaged in non-revenue flights.

SECTION 11 COMMERCIAL PILOT – AIRSHIP

Article 59

Commercial pilot license-airship-applicant shall have no less than 200 hours of total flight time, which includes:

- (1) Minimum of 50 hours of flight time in an airship
- (2) Minimum of 30 hours of pilot-in-command time: Minimum of 10 hours of cross-country and 10 hours of night flight time.
- (3) Minimum of 40 hours of instrument time: Minimum of 20 hours flight time, and 10 hours of which is airship instrument time.
- (4) Minimum of 20 hours of flight training: 1 hour day flight and 1 hour night flight

which each is visual cross-country flight with a straight-line distance of 45 kilometers or more.

- (5) 10 hours of dual instruction flight acting as pilot-in-command: One flight with at least 3 stopovers, one of the segments has a straight-line distance of 45 kilometers. 5 hours of which shall be visual night flight with 10 take-offs and landings.

Article 60

Applicant for commercial pilot license-glider shall demonstrate a level of knowledge appropriate to the privileges granted to the license holder in the following subjects:

- (1) Civil Aviation Act and related laws and regulations.
- (2) Air traffic management procedures.
- (3) Principles of flight of airship.
- (4) Aeronautical meteorology.
- (5) Air navigation basics.
- (6) Radio telephony and phraseology.
- (7) Weight and balance.
- (8) General maintenance of airship.
- (9) Human factor theory

Article 61

Applicant for commercial pilot license-airship shall have no less than 3 sessions of dual instruction flight within the preceding 60 days. The applicant's flight check shall be conducted in accordance with the "CAA PILOT RATING REPORT FORM (AIRSHIP)".

Article 62

Commercial pilot licence-airship pilots shall enjoy all the privileges of the holder of a private pilot licence-airship and may also perform as pilot-in-command of a certified airship engaged in revenue and non-revenue flights.

SECTION 12 PRIVATE PILOT – FREE BALLOON

Article 63

Private pilot license for a free balloon applicant shall have completed not less than 10 hours of free balloon flight time, of which shall include a minimum of six training flights with a free balloon commercial pilot and meets one of the following requirements:

- (1) Training conducted in an inflatable free balloon, shall have a minimum of 2 two-hour-flights, which shall include
 - a) Minimum of 1 training flight with a free balloon commercial pilot, acting as pilot-in-command
 - b) Minimum of 1 free balloon flight which elevated 3,000 feet above the origin of the flight
- (2) Training conducted in hot-air free balloon, shall have minimum of 2 one-hour-flights, which shall include:
 - a) Minimum of 1 solo flight in hot-air free balloon.
 - b) Minimum of 1 hot-air free balloon flight which elevated 2,000 feet above the origin of the flight.

Article 64

Applicant for private pilot license- free balloon shall demonstrate a level of knowledge appropriate to the privileges granted to the license holder, in the following subjects:

- (1) Civil Aviation Act and related laws and regulations.
- (2) Air traffic management procedures.
- (3) Principles of flight of free balloon.
- (4) Aeronautical meteorology.
- (5) Air navigation basics.
- (6) Radio telephony and phraseology.
- (7) Weight and balance.
- (8) General maintenance of free balloon.
- (9) Human factor theory

Article 65

Applicant for private pilot license- free balloon shall meet one of the following requirements within the preceding 60 days:

- (1) Inflatable free balloon: Minimum of 1 training flight with a free balloon commercial pilot.
- (2) Hot-air- balloon: Minimum of 2 one-hour training flight with a free balloon commercial pilot.

The applicant's flight check shall be conducted in accordance with the "CAA PRIVATE PILOT RATING REPORT FORM (FREE BALLOON)".

Article 66

The privilege of the holder of private pilot licence- free balloon includes acting as pilot of certified gas free balloon or hot-air-free balloon engaged in non-revenue flights.

SECTION 13 COMMERCIAL PILOT – FREE BALLOON

Article 67

Commercial pilot license- free balloon-applicant shall have completed not less than 35 hours total flight time as a pilot in a free balloon, which includes:

- (1) 20 hours of flight time in a free balloon.
- (2) Minimum of 10 free balloon flights.
- (3) Minimum of 2 free balloon flights acting as pilot-in-command.
- (4) Minimum of 10 hours and 10 sessions of training flight with a free balloon commercial pilot, which includes:
 - a) For inflatable free balloon: Minimum of 2 sessions of training flight with a free balloon commercial pilot, acting as pilot-in-command, and a minimum of 1 controlled-flight which elevated 5,000 feet above the origin of flight.
 - b) For hot-air balloon: Minimum of 2 solo flights and minimum of 1 controlled-flight which elevated 3,000 feet above the origin of flight.

Article 68

Applicant for commercial pilot license- free balloon shall demonstrate a level of knowledge appropriate to the privileges granted to the license holder in the following subjects:

- (1) Civil Aviation Act and related laws and regulations.
- (2) Air traffic management procedures.
- (3) Principles of flight of free balloon.
- (4) Aeronautical meteorology.
- (5) Air navigation basics.
- (6) Radio telephony and phraseology.
- (7) Weight and balance.
- (8) General maintenance of free balloon.
- (9) Human factor theory

Article 69

Applicant for commercial pilot license- free balloon shall meet one of the following requirements within the preceding 60 days:

- (1) Gas free balloon:Minimum of 2 two-hour training flights with a free balloon commercial pilot.
- (2) Hot-air- balloon:Minimum of 2 one-hour training flights with a free balloon commercial pilot.

The applicant's flight check shall be conducted in accordance with the “CAA COMMERCIAL PILOT RATING REPORT FORM (FREE BALLON) ”.

Article 70

The privileges of the holder of a certified commercial pilot licence- free balloon include all the privileges of the holder of a private pilot licence-free balloon and may also perform as pilot-in-command in certified gas free balloon or hot-air- balloon engaged in both non-revenue and revenue flights.

The privileges of the holder of commercial pilot licence- free balloon may perform trainings in the air and ground.

SECTION 14 PRIVATE PILOT – GLIDER

Article 71

Private pilot license-glider-applicant shall have completed not less than 10 hours of glider flight time, which includes:

- (1) Minimum of 20 sessions of flight training.
- (2) Minimum of 2 hours of solo glider flight time and 10 take-offs and landings.

If applicant of private pilot license-glider has a minimum of 40 hours of flight time in either aeroplane or helicopter, the flight training time in glider may be reduced to 3 hours, which includes 10 solo glider flights.

Article 72

Applicant for private pilot license-glider shall demonstrate a level of knowledge appropriate to the privileges granted to the license holder, in the following subjects:

- (1) Civil Aviation Act and related laws and regulations.
- (2) Air traffic control procedures.
- (3) Principles of flight of glider.
- (4) Aeronautical meteorology.
- (5) Air navigation basics.
- (6) Radio telephony and phraseology.
- (7) Weight and balance.

- (8) General maintenance of glider.
- (9) Human factor theory

Article 73

Applicant for private pilot license-glider shall have no less than 3 sessions of dual instruction flight within the preceding 60 days. The applicant's flight check shall be conducted in accordance with the "CAA PILOT RATING REPORT FORM(GLIDER) ".

Article 74

The privilege of the holder of private pilot licence-glider includes acting as pilot-in-command to engage in certified glider operation of non-revenue flights.

SECTION 15 COMMERCIAL PILOT - GLIDER

Article 75

Commercial pilot license-glider-applicant shall have completed not less than 25 hours flight time as a pilot in a glider, of which no less than 100 flights shall be acting as pilot-in-command, and meet the below conditions:

- (1) Minimum of 3 hours of glider flight training or 10 sessions of dual instruction flight.
- (2) Minimum of 2 hours and 10 take-offs and landings of solo glider flights.

If applicant of commercial pilot license-glider has a minimum of 200 hours of flight time in either aeroplane or helicopter, shall have at least 20 flights acting as pilot-in-command, which includes:

- (1) Minimum of 3 hours of glider flight training or 10 sessions of dual instruction flight.
- (2) Minimum of 5 solo glider flights.

Article 76

Applicant for commercial pilot license-glider shall demonstrate a level of knowledge appropriate to the privileges granted to the license holder in the following subjects:

- (1) Civil Aviation Act and related laws and regulations.
- (2) Air traffic management procedures.
- (3) Principles of flight of glider.
- (4) Aeronautical meteorology.
- (5) Air navigation basics.
- (6) Radio telephony and phraseology.
- (7) Weight and balance.
- (8) General maintenance of glider.
- (9) Human factor theory

Article 77

Applicant for commercial pilot license-glider shall have no less than 3 sessions of dual instruction flight within the preceding 60 days. The applicant's flight check shall be conducted in accordance with CAA established "CAA PILOT RATING REPORT FORM(GLIDER) ".

Article 78

The privileges of the holder of a certified and valid commercial pilot licence-glider

include all the privileges of the holder of a private pilot licence-glider and may also perform as pilot-in-command in certified glider engaged in both non-revenue and revenue flights.

SECTION 16 FLIGHT INSTRUCTOR

Article 79

The applicant for flight instructor rating shall have completed a CAA approved training program in a CAA authorized training institute and shall present a certificate showing that the applicant has demonstrated a level of knowledge appropriate to the privileges granted to the holders of a flight instructor rating in the following subjects:

- (1) Techniques of applied instruction.
- (2) Principles of teaching.
- (3) Student evaluation and testing.
- (4) Training program development.
- (5) Lesson planning.
- (6) Classroom instructional techniques.

The applicant for flight instructor rating shall complete the required written examination in the following subjects:

- (1) Civil Aviation Act and related laws and regulations.
- (2) Basic flight teaching
- (3) Comprehensive specialty
- (4) Human factor theory

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Articles 80

The applicant for flight instructor rating shall have completed the flight instructor training for the specific type of aircraft; or the applicant shall have completed the CAA approved training program specifically designed for qualifying such applicants. The applicant shall be able to demonstrate in accordance with the required items on the " CAA INSTRUCTOR PILOT RATING REPORT FORM" the ability to perform as flight instructor.

Article 81

The applicant for aeroplane flight instructor rating shall be the holder of airline transport pilot licence , multi-crew pilot license - aeroplane and appropriate rating or commercial pilot licence - aeroplane and appropriate rating.

The applicant for helicopter flight instructor rating shall be the holder of airline transport helicopter pilot licence or commercial helicopter pilot licence and appropriate rating.

The applicant for airship flight instructor rating shall be the holder of commercial airship pilot licence and appropriate rating.

The applicant for glider flight instructor rating shall be the holder of commercial glider pilot licence and appropriate rating.

Article 82

The privileges of the holder of a flight instructor rating shall be to carry out flight instruction for the issuance of student pilot licence and endorse on the student pilots' logbook.

Holder of flight instructor rating shall not carry out flight instruction on aircraft or

helicopter for which the flight instructor-rating holder is not rated for the type of aircraft or helicopter.

SECTION 17 INSTRUMENT RATING

Article 83

The applicant for instrument rating-aeroplane may submit the application together with the applications for pilot ratings, provided in subparagraph (1), (2) and (3) of Article 12, and shall meet the following requirements:

- (1) The applicant shall have completed not less than 50 hours of cross-country flight time as pilot-in-command in either of aeroplane or helicopter of which not less than 10 hours shall be in the same category of aircraft the applicant is seeking the rating.
- (2) The applicant shall have completed not less than 40 hours of instrument time in either of aeroplane or helicopter of which not less than 10 hours shall be dual instrument flight instruction in aeroplanes from an authorized flight instructor. The applicant shall have completed the training program in a CAA approved pilot training institute, or shall have completed the training courses of CAA approved training program. Where a full flight simulator or flight training device is used, no more than 20 hours under instruction in a full flight simulator or flight training device is acceptable as part of the total time.
- (3) The applicant shall have completed at least one instrument cross-country training flight under instrument flight rules (IFR), which includes:
 - a) A cross-country flight with a distance of not less than 450 kilometer as pilot-in-command following en-route IFR procedures or the guidance of air traffic control services;
 - b) An instrument approach specified minima at each aerodrome along the route; and
 - c) Three different instrument approach procedures using navigation aids and equipment.

Article 84

The applicant for instrument rating-aeroplane may submit the application together with the applications for pilot ratings, provided in subparagraph (5), (6) of Article 12, and shall meet the following requirements:

- (1) The applicant shall have completed not less than 50 hours of cross-country flight as pilot-in-command of either of aeroplane or helicopter of which not less than 10 hours shall in the same category of helicopter the applicant is seeking the rating.
- (2) The applicant shall have completes not less than 40 hours of instrument time in either of aeroplane or helicopter of which not less than 10 hours shall be dual instrument flight instruction in helicopter from an authorized flight instructor. The applicant shall have completed the training program in a CAA approved pilot training institute, or shall have completed the training courses of CAA approved training program. Where a full flight simulator or flight training device is used, no more than 30 hours under instruction in a full flight simulator or flight training device is acceptable as part of the total time.
- (3) The applicant shall have completed at least one instrument cross-counter training flight under IFR, which includes:
 - a) A cross-country flight with a distance not less than 180 kms as pilot-in-command following en-route IFR procedures or under the guidance of air traffic control

services.

- b) An instrument approach to specified minima at each aerodrome along the route.
- c) Three different instrument approach procedures using navigation aids and equipment.

Article 85

The applicant shall have demonstrated a level of knowledge appropriate to the privilege granted to the holder of an instrument rating in the following subjects:

- (1) Rules and regulations relevant to flight under IFR, use of aeronautical documentation such as AIP, NOTAM;
- (2) IFR air traffic management procedures, radiotelephony procedures and phraseology as applied to operations under IFR;
- (3) Use, limitation and serviceability of avionics and instruments practices and procedures in the event of malfunctions of various flight instruments;
- (4) Principles and procedures of instrument flight;
- (5) Aeronautical Charts for instrument flight, aeronautical meteorological information.

Article 86

The applicant for instrument rating shall have completed not less than 3 hours of instrument training flight time within the preceding 60 days, or the applicant has completed CAA approved training program specifically designed for qualifying such applicants. The applicant flight check shall be conducted in accordance with the requirements prescribed by the Article 27, Article 32, Article 44 and Article 49 respectively.

Article 87

Pilots-aircraft or helicopter may engage in operations under IFR only after being granted the instrument rating. The instrument rating holder's yearly training program and proficiency flight check shall provide instrument flight subjects. The instrument rating holder who failed the annual flight check shall be suspended from the privilege of piloting under IFR and "restricted to VFR only" shall be annotated on the holders rating certificate. Unless satisfactorily passing recheck, the failed instrument-rating holder may not engage in instrument flight.

The instrument-rating check or added rating shall include the ability to operate multi-engine aircraft solely by reference to instruments with one engine inoperative, or simulated inoperative.

CHAPTER 3 FLIGHT ENGINEER LICENCE

Article 88

The applicant for flight engineer licence shall not be less than 21 years or over 65 years of age and shall produce relevant documents to show that the applicant meets any of the following pre-requisites:

- (1) Graduates of schools of aviation engineering; mechanics; electrical engineering or electronic engineering or has successfully completed the training for flight engineers. The training includes ground school, full flight simulator or flight training device, and operational practices on aircraft.
- (2) Holder of a valid aircraft maintenance engineer licence and has successfully completed flight engineer training.

- (3) Has had 500 hours or more flight time as pilot on multi-engine aircraft and successfully completed flight engineer training.

Article 89

Applicant for flight engineer licence shall have demonstrated a level of knowledge appropriate to the privileges granted to the holder of a flight engineer licence in the following subjects:

- (1) Civil Aviation Act and related laws and regulations.
- (2) Knowledge of aeronautics.
- (3) Weight and balance.
- (4) Aeronautical meteorology.
- (5) Basic principles of powerplants of aircraft.
- (6) Principles of operation of instrument on aircraft.
- (7) General maintenance of aircraft.
- (8) Aircraft structure.
- (9) Human factor theory

Article 90

Flight engineer's flight check shall be conducted in accordance with the required items on the " CAA FLIGHT ENGINEER CHECK REPORT FORM "

Article 91

Types of aircraft shall be endorsed on flight engineer's rating.

Holder of flight engineer licence may only perform duties as appropriate to control, management and maintenance of the type of aircraft for which the licence holder is rated.

CHAPTER 4 AIRCRAFT MAINTENANCE ENGINEER

Article 92

This section establishes the requirements for the issue of an aircraft maintenance engineer licence and conditions of its validity and use, for aeroplanes and helicopters of the following categories:

- (1) Category A: refers to an aircraft's regular maintenance
- (2) Category B1: refers to an aircraft (including its structure, mechanical and electrical system) and powerplant maintenance
- (3) Category B2: refers to an aircraft's electrical and avionic systems maintenance
- (4) Category B3: refers to piston-engine non-pressurized aircraft of 2,000 kg Maximum Takeoff Mass (MTOM) and below.
- (4) Category C: refers to the completion of all other maintenance, except for line maintenance, and the issuance of certificates of return to service.

Categories A and B1 are subdivided into subcategories relative to combinations of aeroplanes, helicopters, turbine and piston engines. The subcategories are:

- (1) A1 and B1.1 Aeroplanes Turbine
- (2) A2 and B1.2 Aeroplanes Piston
- (3) A3 and B1.3 Helicopters Turbine
- (4) A4 and B1.4 Helicopters Piston

Holders of category B1, B2 and C aircraft maintenance licence shall only exercise certification privileges on a specific aircraft type when the aircraft maintenance engineer licence is endorsed with the appropriate aircraft type rating.

Article 93

Applicants for aircraft maintenance engineer licence shall be of at least 18 years of age. The theoretical exam subjects thereto shall be as described in Attachment 1; practical exam subjects shall be implemented in accordance with the " CAA MECHANIC RATING REPORT FORM ".

Article 94

Applicants for aircraft maintenance engineer licence shall provide relevant documents proving that he/she has satisfied the below qualifications for the review and approval of the CAA to issue the license.

- (1) For category A and B3 and subcategories B1.2 or B1.4:
 - a) More than 3 years of practical maintenance experience on operating aircraft of the applied category or subcategory. Practical maintenance experience requirement may be reduced by 6 months for applicants who hold a “Level C technician for repairing airplane”; or
 - b) More than 2 years of practical maintenance experience on operating aircraft of the applied category or subcategory, for applicants who have completed relevant training as provided by the operator or repair station; or
 - c) More than 1 year of practical maintenance experience on operating aircraft of the applied category or subcategory, for applicants who have completed a basic training course at a CAA approved airmen maintenance training organization.
- (2) For category B2 and subcategories B1.1 or B1.3:
 - a) More than 5 years of practical maintenance experience on operating aircraft of the applied category or subcategory. Practical maintenance experience on operating aircraft may be reduced by 6 months for applicants who hold a “Level C technician for repairing airplane”; or
 - b) More than 4 years of practical maintenance experience on operating aircraft of the applied category or subcategory, for applicants who have completed relevant training as established by the operator or repair station; or
 - c) More than 2 years of practical maintenance experience on operating aircraft of the applied category or subcategory, for applicants who have completed a basic training course at a CAA approved airmen maintenance training organization.
- (3) For category C with respect to large aircrafts, the qualifications below shall be met and relevant documents shall be issued by the repair station or operator to the CAA:
 - a) Holder of category B2 or subcategory B1.1, B1.3 license and more than 3 years of practical maintenance experience on large aircrafts; or
 - b) Holder of subcategory B1.2 or B1.4 license and more than 5 years of practical maintenance experience on large aircrafts.
- (4) For category C with respect to non-large aircraft, applicants must hold category B1 or B2 license and more than 3 years of practical maintenance experience on non-large aircrafts. Such documents shall be issued by the repair station or operator and submitted to the CAA.

The practical experience required by the preceding subparagraph shall include aircraft related maintenance work and must be obtained within 10 years from the date of application. For all first-time applicants, at least one year of the required work

experience must be recent maintenance work experience within 7 years on aircraft of the category/subcategory for which the first-time aircraft maintenance engineer licence is sought. For category/subcategory additions to an existing aircraft maintenance engineer licence maintenance experience shall be those as prescribed in Attachment 2, "Work experience requirements for extending Aircraft Maintenance Engineer Licence".

Aircraft maintenance experience gained outside a civil aircraft maintenance environment shall be accepted when such maintenance is equivalent to that required by this Part as established by the CAA. Additional experience of civil aircraft maintenance shall, however, be required to ensure understanding of the civil aircraft maintenance environment.

Article 95

The holder of an aircraft maintenance engineer licence may exercise certification privileges pursuant to the category/subcategory, as prescribed as follows:

- (1) Category A: Holder shall be permitted to signoff the maintenance task following scheduled line maintenance and simple defect rectification within the limits of tasks specifically endorsed on the authorization by the repair station or operator.
- (2) Category B1: Holder shall be permitted to issue certificates of return to service or signoff the maintenance task following maintenance of aircraft structure, powerplant, mechanical and electrical systems and replacement of avionic line replaceable units which only require simple tests to prove their serviceability. Category B1 shall automatically include the appropriate A subcategory.
- (3) Category B2: Holder shall be permitted to signoff the maintenance task following maintenance of avionics, electrical systems and engine, mechanical system related avionics and electronical systems which only require simple tests to prove their serviceability.
- (4) Category B3: Holder shall be permitted to issue certificate of return to service or signoff the maintenance task following maintenance of aircraft structure, engine, mechanical and electrical systems and avionics systems which only require simple tests to prove their serviceability.
- (5) Category C: Holder shall be permitted to issue certificates of return to service on entire aircraft after maintenance but exclude line maintenance.
- (6) Holders of category B1 or B2 license may perform tasks prescribed by Article 103-1

Holders of aircraft maintenance engineer license must meet the following qualifications when issuing certificates or signoff maintenance task established by the preceding subparagraph:

- (1) To have obtained the privilege to issue certificates of return to service or signoff maintenance task.
- (2) To be able to read, write and communicate to the related technical documents and procedures necessary to support the issue of the certificates at an understandable level.
- (3) Except adding a new aircraft type, to have continuously maintained 6 months of practical maintenance experience of the type rating and aircraft type as granted by the aircraft maintenance license within preceding 2 years period.
- (4) To have performed within the limits of tasks specifically endorsed on the authorization by the repair station or operator and as established by the license together with relevant annotations on aircraft type.

(5) For aircraft maintenance tasks in accordance with subparagraph (6) above, shall be in accordance with Article 103-2

Article 96

The holder of a category A aircraft maintenance engineer license may only exercise certification privileges in accordance with the privileges granted by the repair station or operator if he/she has satisfactorily completed the relevant category A aircraft task training carried out by a repair station or operator and obtained relevant authorization documents.

Article 97

Holders of category B1, B2 and C aircraft maintenance engineer license shall complete the relevant category B1, B2 or C aircraft type training from a CAA approved airmen maintenance training organization, CAA accepted aircraft manufacturer, or an aircraft type training course approved by the CAA and obtain relevant certification documents which shall annotate the respective aircraft type. The basis for aircraft type training shall be implemented in accordance with Attachment 3.

Category B1, B2 and C approved type training shall include theoretical and practical elements. Applicants for the annotation of first aircraft type on the license after July 01, 2020 shall complete on the job training.

Article 98

Holders of categories B1, B2, B3 and C aircraft maintenance engineer license may apply the appropriate aircraft type group ratings, unless the CAA has determined that the complexity of the aircraft requires an individual type rating.

Applicants of group ratings pursuant to the above paragraph shall have practical maintenance experience required to the applied type group aircrafts.

Article 99

An applicant apply for an aircraft maintenance engineer license, additional rating, removal technical limitation or endorsement of aircraft type shall have a training or work experience logbook for recording and proving the applicant's maintenance training and experience.

CHAPTER 5 REPAIRMAN

Article 100

The repairman ratings have the following categories:

(1) Propeller category:

- a) Class 1: Fixed-pitch propellers.
- b) Class 2: Propellers other than those with fixed-pitch.

(2) Radio equipment category:

- a) Class 1: Communications Equipment.
- b) Class 2: Navigation Equipment.
- c) Class 3: Radar Equipment.

(3) Instrument category:

- a) Class 1: Mechanical Instrument.

- b) Class 2: Electrical Instrument.
- c) Class 3: Gyro Instrument.
- d) Class 4: Electronic Instrument.
- (4) Accessory category:
 - a) Class 1: Mechanical Accessory.
 - b) Class 2: Electrical Accessory.
 - c) Class 3: Electronic Accessory.
- (5) Specialized maintenance category:
 - a) Non-Destructive Inspection, Testing and Process.
 - b) Emergency and Rescue Equipment.
 - c) Repair and fabrication of parts.
 - d) Others approved by the Authority.
- (6) Powerplant category:
 - a) Piston engine.
 - b) Turbine engine.

Notwithstanding categories (1) thru (6), whenever the CAA finds it appropriate, a limited rating may be issued, and limit to a specific model aircraft, engine, or constituent part, or to any number of parts made by a particular manufacturer.

Article 101

The applicant for repairman rating shall be at least 18 years of age and graduated from senior high school or with equivalent educational background and meet any of the following qualifications:

- (1) Has been employed by a repair station and has had at least 18 months practical experience of the rating applied, and have obtained relevant certification documents proving such work experience. For the holder of a technician certificate, the practical maintenance experience requirement may be reduced by 6 months.
- (2) Has been recommended for certification by the employer, possessed the maintenance knowledge of the components to be rated and can present a documentation to prove his/her experience in using related maintenance procedures, inspection methods, materials, tools and equipment; or can present a training document approved or accepted by the CAA.
- (3) The recommended certification of the previous item is limited to the ratings issued by the CAA or within the authorized scope of Operations Specifications.

Article 102

The applicant for repairman rating shall pass the academic test of Civil Aviation Act and related laws and regulations as well as human factor theory.

Practical test for applicant of repairman certificate shall be conducted in accordance with the " CAA REPAIRMAN RATING REPORT FORM".

The repair station shall prepare the appropriate shop space, equipment, tools, manuals and documents as required for certification process.

Article 103

A certificated repairman of repair station may perform or supervise the maintenance, preventive maintenance, alteration and return to service of aircraft components in accordance with approved of the repair station. The repairman shall also be under the supervision and assessment of the repair station.

A certificated repairman may not perform or supervise duties under the repairman

certificate unless the repairman understands the maintenance procedures of the repair station, civil air transport enterprise or general aviation and relevant technical manuals / specifications.

Article 104

A certificated repairman may not substitute a licenced aircraft maintenance engineer to issue certificates of return to service of an aircraft.

CHAPTER 6 FLIGHT DISPATCHER

Article 105

The applicant for flight dispatcher licence shall be not less than 21 year of age, and shall be at least graduate from senior high school or has gained equivalent educational background, and produce relevant documents to show that the applicant meets any of the following prerequisites:

- (1) The applicant shall have served under the supervision of a flight operations officer for at least 12 month within the 2 years immediately preceding the application.
- (2) The applicant shall have satisfactorily completed the CAA approved training course.
- (3) Within 3 years immediately preceding the application the applicant shall have worked at least 2 years in any one or in any combination of the capacities specified in a) to c), provided that in any combination of experience the period serviced in any capacity shall be at least year:
 - a) A flight crew member in air transportation.
 - b) An air traffic controller.
 - c) A meteorologist in an organization dispatching aircraft in air transportation.

The applicant shall have served under the supervision of a flight operations officer for at least 90 working days within the six months immediately preceding the application. The training program requirement prescribed by the above subparagraph (2) may commence only after CAA approved the course of training.

Article 106

The applicant for flight dispatcher licence shall have demonstrated a level of knowledge appropriate to the privileges granted to the holder of a flight operations officer licence, in the following subjects:

- (1) Civil Aviation Act and related laws and regulations.
- (2) Air navigation basics.
- (3) Aeronautical meteorology.
- (4) Weight and balance.
- (5) Radiotelephony and phraseology.
- (6) Air traffic management procedures.
- (7) Human factor theory

Article 107

Practical tests for flight dispatcher licence applicants shall be conducted in accordance with the "CAA AIRCRAFT DISPATCHER RATING REPORT FORM"

CHAPTER 7 AIR TRAFFIC CONTROLLER

Article 108

Air traffic controller ratings shall comprise the following 5 categories: aerodrome control rating, approach non-radar control rating, approach control rating, area non-radar control rating, and area control rating.

Article 109

Applicants of air traffic controller rating shall have passed the civil service special examination for civil aviation personnel, completed the academic and professional skills training programs approved by the CAA, and completed at least 3 months of on-the-job training conducted by the holder of air traffic controller certificate with the same rating.

Except for the applicants for aerodrome control rating renewal at least 1 month of on-the-job training conducted by the holder of the air traffic controller certificate with the same category of rating, the applicants for the rest air traffic controller rating renewal shall have completed at least 3 months of on-the-job training conducted by the holder of air traffic controller certificate with the same category of rating. All applicants shall have completed the academic and professional skills training programs approved by the CAA.

Article 110

Applicants for air traffic controller rating shall have demonstrated a level of knowledge appropriate to the holder of an air traffic controller certificate as the category he or she applied for in the following subjects:

- (1) Civil Aviation Act and Rules of the Air.
- (2) Aeronautical meteorology.
- (3) Aerodrome control in Air Traffic Management Procedures.
- (4) Aerodrome control section in Aeronautical Information Publication (AIP).
- (5) Approach control in Air Traffic Management Procedures.
- (6) Approach control section in Aeronautical Information Publication (AIP).
- (7) Area control in Air Traffic Management Procedures.
- (8) Area control section in Aeronautical Information Publication (AIP).
- (9) Basic radar principles.
- (10) Human factors theory

The applicants for aerodrome rating shall be examined by the above prescribed subjects except (5) to (9). Applicants for approach non-radar rating shall be examined by the above prescribed subjects except (3), (4) and (7) to (9). Applicants for approach rating shall be examined by the above prescribed subjects except (3), (4), (7) and (8). Applicants for area non-radar rating shall be examined by the above prescribed subjects except (3) to (6) and (9). Applicants for area rating shall be examined by the above prescribed subjects except (3) to (6).

Article 111

Practical tests for air traffic controller rating applicants shall be conducted in accordance with the required items on the "CAA Controller RATING REPORT FORM".

Article 112

The privileges of the holders of an air traffic controller certificate shall be endorsed with appropriate category of rating and compliance with English language proficiency at Level 4 to 6 for Airman Radiotelephony Communications.

Air traffic controller certificate holders shall be familiar with current operational status, and provide or supervise the provision of air traffic control services in compliance with privileges granted by the appropriate ratings.

Article 113

Any air traffic controller certificate holders shall surrender his or her certificate due for revocation within 20 days as following procedures:

- (1) Pursuant to the article 6, when it is found that the disqualification to perform with a degree of competency appropriate to the privileges granted to the holder of a controller rating, and still remain disqualified after re-examined by the CAA or authorized agency, the holder shall turn in his or her certificate to the CAA for revoking the associated category he or she is qualified. If the certificate states one category only, the certificate shall be turned in for cancellation.
- (2) When provision of ATC services, an air miss, loss of separation or noncompliance to operational regulations occurs, and the controller's skill is recognized as disqualified for ATC services by the CAA, the certificate shall be turned in for revocation.
- (3) When an air traffic controller has ceased to exercise the relevant air traffic control privileges of the rating for consecutive 6 months, the certificate shall be turned in for revocation. Failure to exercise the certified type rating tasks of the certificate for consecutive 6 months shall surrender the certificate to the CAA for revocation of associated rating.
- (4) In the cases of job transfer, resignation or retirement from the CAA or subordinate agency, the certificate shall be turned in for revocation.

Amongst holders referred to in the preceding paragraph, the holders shall complete adequate training courses approved by the CAA, then re-apply for an air traffic controller certificate and associated rating.

The training expense referred to in the preceding paragraph shall be paid by the trainee (see Attachment 4), except the case complying with personnel laws of government employees resulting in turning in the certificate for revocation in paragraph 1, subparagraph 3 of this article.

CHAPTER 8 FOREIGN AIRMAN

Article 114

When it is necessary for an operator to hire airmen of alien nationals, the operator shall forward its requirement to CAA, and CAA shall submit the request to the Ministry of Transportation and Communications for approval after the airman has obtained satisfactory results in both written and practical examinations. If the employment is approved CAA shall proceed with the process of issuing appropriate certificates.

Article 115

Applicants of airman for appropriate category rating who hold a current foreign pilot

licence with foreign nationalities shall produce, in addition to the required documents prescribed by Article 4, the following relevant documents:

- (1) Historical records of experience and photocopies of the foreign rating certificates.
- (2) Documents proving that the airman certification system of the state that issued the airman licence and rating is valid.
- (3) Photocopy of employment approval issued by the appropriate central labor authority.

The test subjects for applicants of airman rating include Civil Aviation Act and related laws and regulations. Applicants of alien nationals for airman rating shall be able to demonstrate the ability in accordance with the items required by "CAA PILOT RATING REPORT FORM".

When pilots of alien nationals are hired to engage in aircraft ferry flights, training flight and test flights, the applicants shall have their licenses, ratings, ICAO language proficiency level 4 to 6 for radiotelephony communications and medical fitness certificates rendered valid by the CAA of R.O.C. The CAA might recognize validity of each respective document, licenses or ratings and the period to this validity shall not exceed 6 months.

Applicants of airman licence with foreign nationalities shall produce language proficiency level 4 to 6 for radiotelephony communications rated by CAA or companies, agencies authorized by CAA.

Article 116

Applicants of flight dispatcher, aircraft maintenance engineer or repairmen for appropriate category rating who holds a current foreign licence with foreign nationalities shall produce, in addition to the required documents prescribed by Article 4, the following relevant documents:

- (1) Historical records of aircraft dispatch, aircraft maintenance engineer or aircraft repair shop (station) experience and photocopies of the foreign rating certificates.
- (2) Documents to verify that the airman certification system of the state that issued the airman licence and rating are valid.
- (3) Photocopy of employment approval issued by the appropriate central labor authority, if working in R.O.C.

The test subjects for applicants described above include Civil Aviation Act and related laws and regulations.

Applicant of alien nationals for aircraft dispatch rating shall demonstrate the ability in accordance with the items required by "aircraft dispatcher practical examination report".

Applicant for aircraft maintenance engineer licence or rating shall demonstrate the ability in accordance with the items required by "CAA MECHANIC RATING REPORT FORM".

Applicant for aircraft repairman licence or rating shall demonstrate the ability in accordance with the items required by "CAA REPAIRMAN RATING REPORT FORM".

Article 117

Applicant of alien nationals for airman rating except as provided in the preceding 2 articles of this chapter, the chapter 2 to chapter 6 shall be suitable for use, and shall produce photocopies of valid alien residency permit or Entry/Exit Permit.

Article 118

Certificate holder which issued by article 115 and 116, when meet the periodical renewal of ratings ,renewal of overdue ratings, added rating in accordance with article 7,shall provide photocopy of employment approval issued by the appropriate central labor authority, except not working in R.O.C.

The duration of validation of the certificate shall be issued identically to the duration of employment approval issued by the appropriate central labor authority, for the certificate issued in accordance with the paragraph above and the holders work in R.O.C.

Holders of licences issued pursuant to Article 117 shall provide photocopies of valid resident permit or Entry/Exit Permit when applying for renewal of ratings, renewal of overdue ratings, added rating which in accordance with Article 7.

CHAPTER 9 SUPPLEMENTARY PROVISIONS

Article 119

Fees for airman's written and practical examinations, licenses or certificates, student's permits, rating certificates, including initial issuing, supplemental issuing, renewal, additional rating, overdue renewal, papers for proving personal license validity shall be charged in accordance with "Service charges of airman and simulator certification fees " (see Attachment 5) and payment shall follow budgetary procedures.

Airman of alien national licenses and certificates fee shall be charged as prescribed above.

For those whom apply for issuing Certificate in according with this regulation in foreign country except these two charges above also shall made a payment for work expenses which are listed in Attachment 6. The work expenses shall be received on CAA's behalf and earmarks a fund for this specific purpose.

Article 120

The English proficiency of airmen of aeroplane flying international routes and helicopters, air traffic controllers and aviation radio station broadcasters, shall meet the standards outlined by the CAA. certification of English proficiency shall be implemented in accordance with the items required by " AIRMAN RADIOTELEPHONY COMMUNICATION ENGLISH LANGUAGE PROFICIENCY REPORT".

The implementation date and related certification procedure of the preceding paragraph shall be announced by CAA.

Article 121

Chinese-English term references used in this regulation see Attachment 7.

Article 122

The forms and relevant reports prescribed by this regulation shall be those announced by the CAA.

Article 123

This regulation becomes effective on the date of publication.

Attachment 1 Requirements of aircraft maintenance engineer licence knowledge examination

MODULARISATION

Qualification on basic subjects for A1, B1, B2 and B3 of Part-66 aircraft maintenance engineer licence category or subcategory should be in accordance with the following matrix. Applicable subjects are indicated by an 'X':

Subject modules	A or B1 aeroplane with:				B2 Avionics	B3 Piston engine non-pressurized aircraft of 2,000 kg Maximum Takeoff Mass and below.
	A1, B1.1 Turbine engine(s)	A2, B1.2 Piston engine(s)	A3, B1.3 Turbine engine(s)	A4, B1.4 Piston engine(s)		
M1-Mathematics	X	X	X	X	X	X
M2-Physics	X	X	X	X	X	X
M3-Electrical fundamentals	X	X	X	X	X	X
M4-Electronic fundamentals	X	X	X	X	X	X
M5-Digital techniques/electronic instrument systems	X	X	X	X	X	X
M6-Material and hardware	X	X	X	X	X	X
M7A-Maintenance practices	X	X	X	X	X	
M7B-Maintenance practices						X
M8-Basic aerodynamics	X	X	X	X	X	X
M9A-Human factors	X	X	X	X	X	
M9B-Human factors						X
M10-Aviation legislation	X	X	X	X	X	X
M11A-Turbine aeroplane aerodynamics, structure and systems	X					
M11B-Piston aeroplane aerodynamics, structure and systems		X				
M11C-Piston aeroplane aerodynamics, structure and systems						X
M12-Helicopter aerodynamics, structure and systems			X	X		
M13-Aircraft aerodynamics, structure and systems					X	
M14-Propulsion					X	
M15-Gas turbine engine	X		X			
M16-Piston engine		X		X		X
M17A-Propeller	X	X				
M17B-Propeller						X

Note: The applicant for category A Aircraft Maintenance Engineer Licence is no need to take Subject module 4 Electronic Fundamentals.

Attachment 2 Work experience requirements for extending Aircraft Maintenance Engineer Licence”

Holders of aircraft maintenance engineer license, when applying for additional category or subcategory certification, shall meet the practical maintenance experience required for the the category or subcategory applied. The requirements are set below:

1. Holders of aircraft maintenance engineer license, when applying for additional category or subcategory certification, shall have the practical maintenance experience requirements for each category or subcategory set in the below matrix table. The required practical maintenance experience may be offset by 50% for applicants who have completed training courses from maintenance training organizations for the applied category or subcategory and received the appropriate training completion certificate.
2. The practical maintenance experience and training of holders of aircraft maintenance engineer license shall include practical maintenance work of the applied category or subcategory, including representative actual aircraft maintenance work. The experience and training shall be provided in the applicant’s personal experience logbook or in another format as approved by the Civil Aviation Administration (CAA) and shall be submitted for CAA review when applying for additional category or subcategory certification.

To From	A1	A2	A3	A4	B1.1	B1.2	B1.3	B1.4	B2	B3
A1	--	6 months	6 months	6 months	2 years	6 months	2 years	1 year	2 years	6 months
A2	6 months	--	6 months	6 months	2 years	6 months	2 years	1 year	2 years	6 months
A3	6 months	6 months	--	6 months	2 years	1 year	2 years	6 months	2 years	1 year
A4	6 months	6 months	6 months	--	2 years	1 year	2 years	6 months	2 years	1 year
B1.1	--	6 months	6 months	6 months	--	6 months	6 months	6 months	1 year	6 months
B1.2	6 months	--	6 months	6 months	2 years	--	2 years	6 months	2 years	--
B1.3	6 months	6 months	--	6 months	6 months	6 months	--	6 months	1 year	6 months
B1.4	6 months	6 months	6 months	--	2 years	6 months	2 years	--	2 years	6 months
B2	6 months	6 months	6 months	6 months	1 year	1 year	1 year	1 year	--	1 year
B3	6 months	--	6 months	6 months	2 year	6 months	2 year	1 year	2 year	--

Attachment 3 Aircraft Type Training Course Standards

1. Aircraft Type Training Levels

The 3 levels of aircraft type training divided by their intended training objective. Their respective objective and training requirements are defined as below.

(1) Level 1 (General Familiarization)

A brief overview of the airframe, systems and powerplants as outlined in the systems description chapter of the aircraft maintenance manual.

Course objectives: upon the completion of the training course, the student would be able to:

1. Identify and describe, by using plain language, examples or terminology and nomenclature, safety precautions related to the airframe, its systems and powerplant.
2. Identify, within the aircraft maintenance manual, maintenance practices important to the airframe, its systems and powerplant.
3. Define the general layout of the aircraft's major systems
4. Define the general layout and characteristics of the powerplant
5. Identify special tooling and test equipment used with the aircraft.

(2) Level 2 (Ramp and Transit)

Basic understanding of the systems' controls, indicators and principal components, including their location and purpose, servicing and minor troubleshooting, and average knowledge of the topic's theoretical and practical aspects.

Course objectives: In addition to the information contained in the Level 1 General Familiarization course, at the completion of this Level 2 Ramp and Transit training, the student will be able to:

1. Know well the basic principles of the theoretical aspects and apply said knowledge to actual and practical procedures.
2. Recall the safety precautions to be observed when working on or near the aircraft, powerplant and systems.
3. Describe systems and aircraft ground handling, particularly access, power availability and their respective sources.
4. Identify the locations of the principal components.
5. Explain the normal functioning of each major system, including terminology and nomenclature.
6. Perform the maintenance procedures for the aircraft for systems fuel, power plants, hydraulics, landing gear, water/waste, oxygen and other systems.
7. Demonstrate proficiency in use of crew reports and on-board reporting systems for troubleshooting and determine aircraft airworthiness per the minimum equipment manual and the configuration difference manual (MEL/CDL).
8. Demonstrate proficiency in the use, analysis and application of appropriate documentation, including continuous airworthiness maintenance manual, aircraft maintenance manual and parts inventory list.

(3) Level 3 (Line and base maintenance training)

Detailed description, operation, component location, removal/installation and built-in technical testing (bite) and troubleshooting procedures, achieving the level required by the maintenance manual.

Course objectives: In addition to the information contained in Level 1 and Level 2 training, at the completion of Level III Line and Base Maintenance training, the student will be able to:

1. Demonstrate theoretical knowledge of aircraft systems, structure and other system interfaces, and have the ability to explain in detail the theoretical case study topic by applying relevant theoretical basic principles, including by the use of diversified sources and methods to analyze its results, and perform the corrective work.
2. Perform system, engine, component and functional checks as specified in the maintenance manual.
3. Demonstrate proficiency in the use, analysis and application of appropriate documentation, including structural maintenance manual and troubleshooting manual.
4. Correlate information for the purpose of making decisions in respect of fault diagnosis and rectification to maintenance manual level.
5. Describe procedures for replacement of components unique to aircraft type.

2. Aircraft Type Training Standards

Aircraft type training include theoreticl training and practical training. First-time applicants for additional type certification shall complete on-the-job training.

(1) Theoretical Training

“Minimum training hour for aircraft type training theoretical course”

CERTIFICATION TYPE	HOURS
(1) AEROPLANE MTOW EXCEEDING 30,000KG :	
B1.1	150
B1.2	120
B2	100
C	30
(2) AEROPLANE MTOW EXCEEDING 5,700KG , BUT LESS OR EQUAL TO 30,000KG :	
B1.1	120
B1.2	100
B2	100
C	25
(3) AEROPLANE OF 5,700KG MTOW AND BELOW (NOTE 1) :	
B1.1	80
B1.2	60
B2	60
C	15
(4) HELICOPTER OF 5,700KG MTOW AND BELOW (NOTE 2) :	
B1.3	120
B1.4	100
B2	100
C	25
Note 1 : For piston-engine non-pressurised aeroplanes of 2,000 kg MTOW and below, the minimum hour requirement may be offset by 50%.	
Note 2 : For category 2 helicopters, the minimum hour requirement may be offset by 50%.	

“Aircraft type training theoretical course syllabus”

Training Level		Airplanes				Helicopter				Avionics
		Turbine-engine		piston-engine		Turbine-Engine		piston-engine		
Chapter	Certification Category	B1	C	B1	C	B1	C	B1	C	B2
Introductory Modules										
05	Time limit and control/maintenance check	1	1	1	1	1	1	1	1	1
06	Dimensions/area (MTOW)	1	1	1	1	1	1	1	1	1
07	Aircraft jacking and shoring	1	1	1	1	1	1	1	1	1
08	Levelling and weighting	1	1	1	1	1	1	1	1	1
09	Towing and taxing	1	1	1	1	1	1	1	1	1
10	Parking, Mooring, Storage and Return to Service	1	1	1	1	1	1	1	1	1
11	Labelling and identification	1	1	1	1	1	1	1	1	1
12	Servicing maintenance	1	1	1	1	1	1	1	1	1
20	SOP – Limited to specific Aircraft type	1	1	1	1	1	1	1	1	1
HELICOPTERS										
18	Vibration and noise assessment (rotor blade orbit)	–	–	–	–	3	1	3	1	–
60	SOP – Main rotor	–	–	–	–	3	1	3	1	–
62	Main rotor	–	–	–	–	3	1	3	1	1
62A	Main rotor – surveillance and signaling	–	–	–	–	3	1	3	1	3
63	Main rotor drive	–	–	–	–	3	1	3	1	1
63A	Main rotor drive – Surveillance and signaling	–	–	–	–	3	1	3	1	3
64	Tail rotor	–	–	–	–	3	1	3	1	1
64A	Tail rotor – surveillance and signaling	–	–	–	–	3	1	3	1	3
65	Tail rotor drive	–	–	–	–	3	1	3	1	1
65A	Tail rotor drive – Surveillance and signaling	–	–	–	–	3	1	3	1	3
66	Rotor blade folding/engine mount	–	–	–	–	3	1	3	1	–
67	Rotor flight control	–	–	–	–	3	1	3	1	–
53	Airframe structure (Helicopter)	–	–	–	–	3	1	3	1	–
25	Emergency flotation systems	–	–	–	–	3	1	3	1	1
AIRFRAME STRUCTURE										
51	SOP and structure (damage categorization, assessment and repair)	3	1	3	1	–	–	–	–	1
53	Fuselage	3	1	3	1	–	–	–	–	1
54	Nacelle and engine mount	3	1	3	1	–	–	–	–	1
55	Stabilizers	3	1	3	1	–	–	–	–	1
56	Fuselage windows	3	1	3	1	–	–	–	–	1
57	Wings	3	1	3	1	–	–	–	–	1
27A	Flight control interface	3	1	3	1	–	–	–	–	1
52	Fuselage doors	3	1	3	1	–	–	–	–	1
Zonal and Station Identification Systems										
		1	1	1	1	1	1	1	1	1
AIRFRAME SYSTEM										
21	Air conditioning systems	3	1	3	1	3	1	3	1	3
21A	Air supply	3	1	3	1	3	1	3	1	2

21B	Pressurization	3	1	3	1	3	1	3	1	3
21C	Safety and warning systems	3	1	3	1	3	1	3	1	3
22	Autopilot systems	2	1	2	1	2	1	2	1	3
23	Communication systems	2	1	2	1	2	1	2	1	3
24	Electrical systems	3	1	3	1	3	1	3	1	3
25	Equipment & Furnishings	3	1	3	1	3	1	3	1	1
25A	Electronic Equipment (including emergency equipment)	1	1	1	1	1	1	1	1	3
26	Fire alert system	3	1	3	1	3	1	3	1	3
27	Flight control system	3	1	3	1	3	1	3	1	2
27A	Operation system: electrical and wired	3	1	—	—	—	—	—	—	3
28	Fuel system	3	1	3	1	3	1	3	1	2
28A	Fuel system – Surveillance and signaling	3	1	3	1	3	1	3	1	3
29	Hydraulic system	3	1	3	1	3	1	3	1	2
29A	Hydraulic system – surveillance and signaling	3	1	3	1	3	1	3	1	3
30	Prevention of icing, deicing and elimination of rain	3	1	3	1	3	1	3	1	3
31	Indication and recording systems	3	1	3	1	3	1	3	1	3
31A	Instrument system	3	1	3	1	3	1	1	3	3
32	Landing gear system	3	1	3	1	3	1	3	1	2
32A	Landing gear system – surveillance and signaling	3	1	3	1	3	1	3	1	3
33	Lights	3	1	3	1	3	1	3	1	3
34	GPS	2	1	2	1	2	1	2	1	3
35	Oxygen system	3	1	3	1	—	—	—	—	2
36	Pneumatic system	3	1	3	1	3	1	3	1	2
36A	Pneumatic system – surveillance and signaling	3	1	3	1	3	1	3	1	3
37	Vacuum	3	1	3	1	3	1	3	1	2
38	Water/waste	3	1	3	1	—	—	—	—	2
41	Ballast water	3	1	3	1	—	—	—	—	1
42	Constructed avionics module	2	1	2	1	2	1	2	1	3
44	Cabin systems	2	1	2	1	2	1	2	1	3
45	On-board maintenance system	3	1	3	1	3	1	—	—	3
46	Information system	2	1	2	1	2	1	2	1	3
50	Cargo hull and annex cabin	3	1	3	1	3	1	3	1	1
TURBINE ENGINE		B1	C	B1	C	B1	C	B1	C	B2
70	SOP - Engine	3	1	—	—	3	1	—	—	1
70A	Engine structural arrangements and operation	3	1	—	—	3	1	—	—	1
70B	Engine performance	3	1	—	—	3	1	—	—	1
71	Engine	3	1	—	—	3	1	—	—	1
72	Turbine, turboprop, centrifugal fan, non-centrifugal	3	1	—	—	3	1	—	—	1
73	Engine fuel and control systems	3	1	—	—	3	1	—	—	1
75	airflow systems	3	1	—	—	3	1	—	—	1
76	Engine control	3	1	—	—	3	1	—	—	1
78	Exhaust systems	3	1	—	—	3	1	—	—	1
79	Lubrication systems	3	1	—	—	3	1	—	—	1
80	Starting systems	3	1	—	—	3	1	—	—	1
82	Water injection	3	1	—	—	3	1	—	—	1

83	Gearwheel box attachments	3	1	—	—	3	1	—	—	1
84	Thrust augmentation systems	3	1	—	—	3	1	—	—	1
73A	FADEC	3	1	—	—	3	1	—	—	3
74	Ignition systems	3	1	—	—	3	1	—	—	3
77	Engine indication systems	3	1	—	—	3	1	—	—	3
49	Auxiliary power devices	3	1	—	—	—	—	—	—	2
PISTON ENGINE										
70	SOP - Engine	—	—	3	1	—	—	3	1	1
70A	Engine structural arrangements and operation	—	—	3	1	—	—	3	1	1
70B	Engine Performance	—	—	3	1	—	—	3	1	1
71	Engine	—	—	3	1	—	—	3	1	1
73	Engine fuel and control systems	—	—	3	1	—	—	3	1	1
76	Engine control	—	—	3	1	—	—	3	1	1
79	Lubrication systems	—	—	3	1	—	—	3	1	1
80	Starting systems	—	—	3	1	—	—	3	1	1
81	Turbine	—	—	3	1	—	—	3	1	1
82	Water injection	—	—	3	1	—	—	3	1	1
83	Gearwheel box attachments	—	—	3	1	—	—	3	1	1
84	Thrust augmentation systems	—	—	3	1	—	—	3	1	1
73A	FADEC	—	—	3	1	—	—	3	1	3
74	Ignition systems	—	—	3	1	—	—	3	1	3
77	Engine indication systems	—	—	3	1	—	—	3	1	3
PROPELLER										
60A	SOP – Propeller	3	1	3	1	—	—	—	—	1
61	Propeller/thrust	3	1	3	1	—	—	—	—	1
61A	Propeller structure	3	1	3	1	—	—	—	—	—
61B	Propeller pitch control	3	1	3	1	—	—	—	—	—
61C	Propeller synchronization control	3	1	3	1	—	—	—	—	1
61D	Propeller electronic control	2	1	2	1	—	—	—	—	3
61E	Propeller deicing and prevention	3	1	3	1	—	—	—	—	—
61F	Propeller maintenance	3	1	3	1	—	—	—	—	1

(2) Practical training

Defined terms :

- 1.LOC : Location
- 2.FOT : Functional and Operational Test
- 3.SGH : Service and Ground Handling
- 4.R/I : Removal/Installation
- 5.MEL : Minimum Equipment List
- 6.TS : Troubleshooting

“Aircraft type training practical course syllabus”

Chapter	B1/B2	B1					B2				
	LOC	FOT	SGH	R/I	MEL	TS	FOT	SGH	R/I	MEL	TS
Introductory Modules											
05 Time limit and	X/X	—	—	—	—	—	—	—	—	—	—

	control/maintenance check											
06	Dimensions/area (MTOW)	X/X	-	-	-	-	-	-	-	-	-	-
07	Aircraft jacking and shoring	X/X	-	-	-	-	-	-	-	-	-	-
08	Levelling and weighting	X/X	-	X	-	-	-	-	X	-	-	-
09	Towing and taxing	X/X	-	X	-	-	-	-	X	-	-	-
10	Parking, Mooring, Storage and Return to Service	X/X	-	X	-	-	-	-	X	-	-	-
11	Labelling and identification	X/X	-	-	-	-	-	-	-	-	-	-
12	Servicing maintenance	X/X	-	X	-	-	-	-	X	-	-	-
20	SOP – Limited to specific Aircraft type	X/X	-	X	-	-	-	-	X	-	-	-
Helicopters												
18	Vibration and noise assessment (rotor blade orbit)	X/-	-	-	-	-	X	-	-	-	-	-
60	SOP – Main rotor	X/X	-	X	-	-	-	-	X	-	-	-
62	Main rotor	X/-	-	X	X	-	X	-	-	-	-	-
62A	Main rotor – surveillance and signaling	X/X	X	X	X	X	X	-	-	X	-	X
63	Main rotor drive	X/-	X	-	-	-	X	-	-	-	-	-
63A	Main rotor drive – Surveillance and signaling	X/X	X	-	X	X	X	-	-	X	-	X
64	Tail rotor	X/-	-	X	-	-	X	-	-	-	-	-
64A	Tail rotor – surveillance and signaling	X/X	X	-	X	X	X	-	-	X	-	X
65	Tail rotor drive	X/-	X	-	-	-	X	-	-	-	-	-
65A	Tail rotor drive – Surveillance and signaling	X/X	X	-	X	X	X	-	-	X	-	X
66	Rotor blade folding/engine mount	X/-	X	X	-	-	X	-	-	-	-	-
67	Rotor flight control	X/-	X	X	-	X	X	-	-	-	-	-
53	Airframe structure (Helicopter)											
25	Emergency flotation systems	X/X	X	X	X	X	X	X	X	-	-	-
Airframe structure												
51	SOP and structure (damage categorization, assessment and repair)											
53	Fuselage	X/-	-	-	-	-	X	-	-	-	-	-
54	Nacelle and engine mount	X/-	-	-	-	-	-	-	-	-	-	-
55	Stabilizers	X/-	-	-	-	-	-	-	-	-	-	-
56	Fuselage windows	X/-	-	-	-	-	X	-	-	-	-	-
57	Wings	X/-	-	-	-	-	-	-	-	-	-	-
27A	Flight control interface	X/-	-	-	-	-	X	-	-	-	-	-
52	Fuselage doors	X/X	X	X	-	-	-	-	X	-	-	-
AIRFRAME SYSTEM												
21	Air conditioning systems	X/X	X	X	-	X	X	X	X	-	X	X
21A	Air supply	X/X	X	-	-	-	-	X	-	-	-	-
21B	Cabin Pressurization	X/X	X	-	-	X	X	X	-	-	X	X
21C	Safety and warning systems	X/X	-	X	-	-	-	-	X	-	-	-

22	Autopilot systems	X/X	–	–	–	X	–	X	X	X	X	X
23	Communication systems	X/X	–	X	–	X	–	X	X	X	X	X
24	Electrical systems	X/X	X	X	X	X	X	X	X	X	X	X
25	Equipment & Furnishings	X/X	X	X	X	–	–	X	X	X	–	–
25A	Electronic Equipment (including emergency equipment)	X/X	X	X	X	–	–	X	X	X	–	–
26	Fire alert system	X/X	X	X	X	X	X	X	X	X	X	X
27	Flight control system	X/X	X	X	X	X	X	X	–	–	–	–
27A	Operation system: electrical and wired	X/X	X	X	X	X	–	X	–	X	–	X
28	Fuel system	X/X	X	X	X	X	X	X	X	–	X	–
28A	Fuel system – Surveillance and signaling	X/X	X	–	–	–	–	X	–	X	–	X
29	Hydraulic system	X/X	X	X	X	X	X	X	X	–	X	–
29A	Hydraulic system – surveillance and signaling	X/X	X	–	X	X	X	X	–	X	X	X
30	Prevention of icing, deicing and elimination of rain	X/X	X	X	–	X	X	X	X	–	X	X
31	Indication and recording systems	X/X	X	X	X	X	X	X	X	X	X	X
31A	Instrument system	X/X	X	X	X	X	X	X	X	X	X	X
32	Landing gear system	X/X	X	X	X	X	X	X	X	X	X	–
32A	Landing gear system – surveillance and signaling	X/X	X	–	X	X	X	X	–	X	X	X
33	Lights	X/X	X	X	–	X	–	X	X	X	X	–
34	GPS	X/X	–	X	–	X	–	X	X	X	X	X
35	Oxygen system	X/–	X	X	X	–	–	X	X	–	–	–
36	Pneumatic system	X/–	X	–	X	X	X	X	–	X	X	X
36A	Pneumatic system – surveillance and signaling	X/X	X	X	X	X	X	X	X	X	X	X
37	Vacuum	X/–	X	–	X	X	X	–	–	–	–	–
38	Water/waste	X/–	X	X	–	–	–	X	X	–	–	–
41	Ballast water	X/–	–	–	–	–	–	–	–	–	–	–
42	Constructed avionics module	X/X	–	–	–	–	–	X	X	X	X	X
44	Cabin systems	X/X	–	–	–	–	–	X	X	X	X	X
45	On-board maintenance system	X/X	X	X	X	X	X	X	X	X	X	X
46	Information system	X/X	–	–	–	–	–	X	–	X	X	X
50	Cargo hull and annex cabin	X/X	–	X	–	–	–	–	–	–	–	–
Turbine/Piston Engine												
70	SOP – of Engine Type	–	–	X	–	–	–	–	X	–	–	–
70A	Engine structural arrangements and operation	X/X	–	–	–	–	–	–	–	–	–	–
TURBINE ENGINE												
70B	Engine performance	–	–	–	–	–	X	–	–	–	–	–
71	Engine	X/–	X	X	–	–	–	–	X	–	–	–
72	Turbine, centrifugal, turboprop, fan,	X/–	–	–	–	–	–	–	–	–	–	–

	non-centrifugal										
73	Engine fuel and control systems	X/X	X	-	-	-	-	-	-	-	-
73A	FADEC	X/X	X	-	X	X	X	X	-	X	X
74	Ignition systems	X/X	X	-	-	-	-	X	-	-	-
75	airflow systems	X/-	-	-	X	-	X	-	-	-	-
76	Engine control	X/-	X	-	-	-	X	-	-	-	-
77	Engine signaling systems	X/X	X	-	-	X	X	X	-	-	X
78	Exhaust systems	X/-	X	-	-	X	-	-	-	-	-
79	Lubrication systems	X/-	-	X	X	-	-	-	-	-	-
80	Starting systems	X/-	X	-	-	X	X	-	-	-	-
82	Water injection	X/-	X	-	-	-	-	-	-	-	-
83	Gearwheel box attachments	X/-	-	X	-	-	-	-	-	-	-
84	Thrust augmentation systems	X/-	X	-	-	-	-	-	-	-	-
Auxiliary Power Unit											
49	APU	X/-	X	X	-	-	X	-	-	-	-
Piston Engine											
70	SOP - Engine	-	-	X	-	-	-	-	X	-	-
70A	Engine structural arrangements and operation	X/X	-	-	-	-	-	-	-	-	-
70B	Engine Performance	-	-	-	-	-	X	-	-	-	-
71	Engine	X/-	X	X	-	-	-	-	X	-	-
73	Engine fuel and control systems	X/X	X	-	-	-	-	-	-	-	-
73A	FADEC	X/X	X	-	X	X	X	X	X	X	X
74	Ignition systems	X/X	X	-	-	-	-	X	-	-	-
76	Engine control	X/-	X	-	-	-	X	-	-	-	-
77	Engine signaling systems	X/X	X	-	-	X	X	X	-	-	X
78	Exhaust systems	X/-	X	-	X	X	-	-	-	-	-
79	Lubrication systems	X/-	-	X	X	-	-	-	-	-	-
80	Starting systems	X/-	X	-	-	X	X	-	-	-	-
81	Turbine	X/-	X	X	X	-	X	-	-	-	-
82	Water injection	X/-	X	-	-	-	-	-	-	-	-
83	Gearwheel box attachments	X/-	-	X	X	-	-	-	-	-	-
84	Thrust augmentation systems	X/-	X	-	-	-	-	-	-	-	-
Propeller											
60A	SOP - Propeller	-	-	-	X	-	-	-	-	-	-
61	Propeller/thrust	X/X	X	X	-	X	X	-	-	-	-
61A	Propeller structure	X/X	-	X	-	-	-	-	-	-	-
61B	Propeller pitch control	X/-	X	-	X	X	X	-	-	-	-
61C	Propeller synchronization control	X/-	X	-	-	-	X	-	-	-	X
61D	Propeller electronic control	X/X	X	X	X	X	X	X	X	X	X

61E	Propeller deicing and prevention	X/-	X	-	X	X	X	-	-	-	-	-
61F	Propeller maintenance	X/X	X	X	X	X	X	X	X	X	X	X

(3) On the Job Training

On-the-Job training courses/modules shall be approved by the CAA and performed by repair stations or aircraft operators of the approved aircraft type under the review and supervision of a practical reviewer appointed by the CAA. On the job training, from its initiation to completion, shall be completed within 3 years before the application of additional aircraft type certification.

Attachment 4 Training Fees for Air Traffic Controllers

Based on NT dollars

Type of Fees		Amount	
Written Subjects	Instructed by employed instructor	800NTD/hour	
	Instructed by contracted instructor	1600NTD/hour	
Practical Subjects	simulator	Training Session	1600 NTD/hour
		Testing	3200 NTD/hour
	operation practice	Training Session	1600 NTD/week
		Testing	2400 NTD/hour
<p>Note:</p> <ol style="list-style-type: none"> 1. Trainees shall pay fees for written subjects and practical subjects. 2. Regarding to the training session, except the operation practice based on week, others are based on hour. 3. Training fees of written subjects shall be .shared out among the present trainees; that of practical subjects is based on individual member; and the total amount of training fees depends upon circumstances. 			

Attachment 5 Service charges of airman and simulator certification fees

Currency: NT\$(New Taiwan Dollar)

1. Fees for airman's written, practical examination and licence:
 - (1) NT\$650 each for initial and anew certification; NT\$250 each for added rating and re-examination.
 - (2) NT\$800 for student's permit (or student pilot license).
 - (3) NT\$800 each for Aircraft pilot, Flight Engineer, and Flight Instructor Rating Certificate.
 - (4) NT\$450 each for Aircraft Maintenance Engineer, Air traffic controller, and Repairman, and NT\$600 for Aircraft Dispatcher Rating Certificate.
 - (5) Issuing the following types of licence of Aircraft pilot, Flight Engineer, Flight Instructor, and Instrument Rating should refer to (3) of the paragraph 1: Added rating, supplemental issuance, periodical renewal of rating, and renewal of overdue rating. There will be no additional charge with multiple applications.
 - (6) Issuing the following types of licence of Aircraft Maintenance Engineer, Air-traffic Controller, Repairman and Aircraft Dispatcher should refer to (4) of the paragraph 1: Added rating, supplemental issuance, periodical renewal of rating, and renewal of overdue rating. There will be no additional charge with multiple applications.
 - (7) NT\$9,000 each for practical examination of Aircraft pilot by CAA, and NT\$3,000 each for practical examination of airmen except aircraft pilot.
 - (8) NT\$350 each for Re-issuance of qualification certificates or transcripts of airmen.
 - (9) NT\$200 each for the certification in the field of CAA.
2. The CAA may approve that certification fee (including written examination fee, practical examination fee, and field usage fee) of airman can be waived if the he or she work for the agencies subordinated or groups authorized by MOTC (Ministry of Transportation and Communication).
3. He or she who applies for a practical examination of aircraft pilot license should prepare with typed and certified airworthy aircraft, full flight simulator or flight training devices on his or her on.
4. NT\$200 each for airman personal license record or certification of penalty record, and NT\$350 for written examination-score review.
5. NT\$600 each for applying to the CAA to verify relevant certification documents with foreign civil aviation authorities.

Attachment 6 Work Expense

This work expense shall be collected based on number of man-days involved in the certification work and the total days required for that trip. It is determined according to the following formula:

Work Expense = **【Basic work expense (A) + Daily work expense(B)×Total days for the trip】**
×Total number of inspectors assigned for the certification work.

Working Area	Basic work expense(A)	Daily work expense(B)
Northern Asia Area	USD \$600	USD \$316
Mid-Asia Area	USD \$1,777	USD \$289
Southern Asia Area	USD \$700	USD \$199
Europe, Australia Area	USD \$1,833	USD \$167
Northern America Area	USD \$1,300	USD \$218
Southern America Area	USD \$2,700	USD \$238

Remarks: If the amount of the basic work expense (A) is not enough to cover the expense for the inspector to carry out the on-site certification due to transportation cost, the work expense will be charged according to the actual cost generated from conducting the on-site certification.

Attachment 7 Chinese-English term references

空中工作	Aerial work
機場	Aerodrome
民航運輸駕駛員執照	Airline transport pilot license (ATPL)
航空器	Aircraft
航空人員	Airman
空中交通管制	Air traffic control (ATC)
飛航管制員	Air traffic controller
航空器簽派員	Aircraft dispatcher
航空器維修工程師	Aircraft maintenance engineer
檢定駕駛員	Check pilot
檢定航空人員	Check airman
副駕駛員	Co-pilot、First-officer
商用駕駛員執照	Commercial pilot license (CPL)
操控下接近地障	Control flight into terrain
組員	Crew member
越野飛航	Cross country flight
航空人員術科委託檢定考試官	Designated examiner (DE)
固定式模擬機	Fix based simulator (FBS)
飛航組員	Flight crew member
飛航工程師	Flight engineer
飛航教師	Flight Instructor
飛航手冊	Flight manual
航務手冊	Flight operation manual
飛航計畫	Flight plan
飛航模擬機	Flight simulator
飛航時間	Flight time
全功能飛航模擬機	Full flight simulator (FFS)
飛航訓練器	Flight training device (FTD)
地面機械員	mechanic
直昇機	Helicopter
教師駕駛員	Instructor pilot (IP)
儀器飛航檢定	Instrument rating
儀器飛航規則	Instrument flight rule (IFR)
儀器天氣情況	Instrument meteorological condition (IMC)
多組員飛機駕駛員執照	Multi-crew Pilot License (MPL)
操作手冊	Operations manual
航空器使用人	Operator
機長	Pilot-in-command (PIC)
操控駕駛員	Pilot-flying (PF)
非操控駕駛員	Pilot non-flying (PNF)
自用駕駛員執照	Private pilot license (PPL)
維修員	Repairman
單獨飛航	Solo flight
學習駕駛員	Student pilot
目視飛航規則	Visual flight rule (VFR)
限目視飛航	VFR ONLY
目視天氣情況	Visual meteorological condition (VMC)