



PROPOSAL FOR AMENDMENT TO THE CAAF STANDARDS DOCUMENTS – PERSONNEL LICENSING (SD-PEL)

Date of the Proposed Amendment: 17 March 2025

Purpose of the Proposed Amendment: To include the updated requirements to the Standards Document – Personnel Licensing (SD-PEL), Section 2 – Chapter 5 – Requirements for the Issue of an Airline Transport Pilot License (Aeroplanes): ATPL(A).

TEXT OF AMENDMENT TO THE SD-PEL

S2/ CHAPTER 5 - REQUIREMENTS FOR THE ISSUE OF AN AIRLINE TRANSPORT PILOT LICENCE (AEROPLANES): ATPL (A)

5.1 LICENCE PRIVILEGES

The privileges of an ATPL (A) are detailed in Regulation 61 of the Air Navigation Regulations. In general, a current ATPL authorises the holder to exercise the following privileges in an aircraft of the same type for which the pilot licence is granted and for which the pilot holds an aircraft type rating:

1. any of the privileges of a private and commercial pilot licence;
2. act as pilot-in-command of an aircraft that is required to be operated with a co-pilot and is engaged in an air transport operation or an operation for hire or reward.

5.2 MEDICAL REQUIREMENTS

5.2.1 An applicant for an ATPL must hold a valid Fiji Class I medical certificate.

5.2.2 Details on the medical requirements and period of validity are contained in chapter 2 of this section.

5.3 ELIGIBILITY REQUIREMENTS

5.3.1 To be eligible for an ATPL, a person must: -

1. be at least 21 years of age; and
2. hold a current commercial pilot licence for the appropriate type of aircraft; and
3. hold a current instrument rating; and
4. have a minimum of 1500 hours as pilot of aeroplanes. This must include specific flight experience requirements detailed in (5), which must be met in full, and where stated otherwise, the hours may be credited, where appropriate, towards more than one requirement. The 1500hours in aeroplanes may be made up of:
 - a. All dual flight instruction in aeroplanes (single or multi-engine, both day and night).
 - b. All pilot in command flight experience in aeroplanes (single or multi engine, both day and night).
 - c. Pilot in command under supervision (PICUS) hours up to a maximum of 500hours, *However, the method of supervision employed must be agreed beforehand with the Authority.* All hours under PICUS must be logged and logbook and training records (available to the CAAF examiner/assessor) maintained by the operator. Any PICUS time logged that does not comply with the requirements cannot be credited toward any experience requirement.
 - d. Fifty percent of all co-pilots (first officer) flight experience in aeroplanes that are required, by the aircraft's flight manual to be operated with a co-pilot, may be credited towards this total flight time requirement for an airline transport pilot licence.
 - e. A pilot who is designated as pilot-in-command for the purpose of supervising a pilot undergoing consolidation of operating experience, cannot be credited with the flight time towards the experience requirements for an airline transport pilot licence if the supervision is carried out in a single-pilot aircraft.
 - f. *Fiji does not recognise second officer or cruise relief flight experience toward a higher licence or rating.*
5. The **specific flight experience** requirements are: -
 - a) Pilot-in-command:
 - a. 250 hours in aeroplanes as pilot-in-command including 100 hours of cross-country navigation of which 25 hours is to have been at night.

b) Alternatively

- 1) 250 hours in aeroplanes consisting of 70 hours minimum as pilot-in-command and the necessary additional flight time as co-pilot performing, under the supervision of the pilot-in-command, the duties and functions of a pilot-in-command (i.e. pilot in command under supervision - PICUS), provided that the method of supervision employed is agreed beforehand with the Authority ~~or~~ as pilot in command under supervision (PICUS) in aeroplanes counted in full up to maximum of 500 hours;
- 2) 100hours of pilot-in command cross country navigation of which 25hours is to have been cross country navigation at night. To meet this requirement:
 - a. 200 hours cross-country navigation as a co-pilot (first officer) in an aeroplane that is required, by its aircraft flight manual to be operated with a co-pilot, would meet the 100 hours pilot in command cross-country navigation requirement. This flight time may form part of the 250 hours mentioned in paragraph 5.3.1 (b)(1).
 - a) 50 hours of night cross-country navigation time logged as co-pilot performing, under the supervision of the pilot-in-command, the duties and functions of a pilot-in-command, provided that the method of supervision employed is agreed beforehand with the Authority would meet the 25 hours pilot in command night cross-country navigation requirement. This flight time may form part of the 250 hours mentioned in paragraph 5.3.1 (b)(1).

c) Instrument time:

- 1) 75 hours total (which may include approved simulators) which includes at least 45hours instrument flight time in aeroplanes and an instrument rating (aeroplanes).

d) Night flight:

100 hours in aeroplanes as pilot in command (single and/or multi engine) or 100hours as a co-pilot in an aeroplane required by its aircraft flight manual to be operated with a co-pilot.

6. Cross-crediting

a) Where an applicant produces logbook evidence of piloting experience in aircraft other than in aeroplanes, half the pilot-in-command time experienced within the immediately preceding 12 months, up to the maximums that follow, may be credited towards the 1500 total flight experience required, but not to the specific flight experiences.

1. For helicopters: 60 hours.
2. For gliders and powered gliders: 25 hours.
3. For the above combined: 60 hours.

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