

AERONAUTICAL LICENSING DIRECTORATE

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

# NOTICE OF PROPOSED AMENDMENT

(NPA 01/22)

## AMENDMENT OF AIR NAVIGATION TECHNICAL REGULATIONS

### *ANTR II (LICENSING REGULATIONS)*

**Who this NPA applies to:**

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

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**NOTICE OF PROPOSED AMENDMENT**  
*(NPA 01/22)*

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## **AERONAUTICAL LICENSING DIRECTORATE**

### **1. INTRODUCTION**

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

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

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

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

1.4 Abbreviations

NPA	Notice of Proposed Amendment
SARPS	ICAO Standards and Recommended Practices
CAA	Civil Aviation Affairs of the Kingdom of Bahrain

### **2. OBJECTIVE**

2.1 The objective of this NPA is to amend ANTR II to the existing regulations for compliance to incorporate the regulation with respect to PBN privileges under IR rating in accordance with EASA.

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

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

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### 3. REGULATORY PROPOSAL

- 3.1 The CAA considers that revision and modification of existing regulations along the lines of ICAO (SARPs) and industry best practice (EASA), is appropriate and consistent with CAA future objectives and regional harmonization.
- 3.2 The CAA considers that revision and modification of existing regulation along the lines of the European model is appropriate and consistent with future objectives and regional harmonization.
- 3.3 Amendment action is planned for *27 January 2022*.

### 4 AFFECT OF CHANGES

- 4.1 The persons affected by this NPA are:
- 4.1.1 Operators of the Bahraini registered aircraft;
  - 4.1.2 Engineering facilities; and
  - 4.1.3 CAA staff.
- 4.2 Effect on Existing Regulation. This NPA contains all the necessary amendments for compliance with amended ANTR II to the existing regulations for compliance with EASA.
- 4.3 The effect of the proposed new regulations is considered to be generally cost neutral, with greater operational flexibility and guidance.
- 4.4 There would be no additional change in CAA inspections and compliance with the proposed regulations will be monitored and enforced through normal CAA surveillance activity.

### 5 PRESENTATION

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

### 6 HOW TO SUBMIT COMMENTS ON THIS NPA

The Notice of Proposed Amendment process is the CAA's method of notifying and seeking comment from industry and the public with respect to proposed changes to rules. All submissions are evaluated and assessed with a view to incorporating any necessary changes to the draft regulations prior to their formal promulgation as law. In order to simplify collation and summarizing of comments, it is requested that responses be made on the NPA Response Sheet provided (Refer page 6) or a copy of the sheet, with additional comments attached as necessary. Responses can be individual or from industry working groups. Written comments quoting NPA 01/22 should be forwarded by *27 January 2022* to the CAA by post to P. O. Box 586, Kingdom of Bahrain or e-mail to [Aerolicensing@mtt.gov.bh](mailto:Aerolicensing@mtt.gov.bh).

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### **7 SUMMARY OF RESPONSES**

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

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**NPA 01/22 RESPONSE SHEET  
(ANTR II)**

Please return this response sheet by **27 January 2022** by post to P. O. Box 586, Kingdom of Bahrain, or e-mail to [Aerolicensing@mtt.gov.bh](mailto:Aerolicensing@mtt.gov.bh). Please indicate your acceptance or otherwise of the proposal by ticking [✓] the appropriate box below. Any additional constructive comments, suggested amendments or alternative action will be welcome and may be provided on this response sheet or by separate correspondence.

The proposals are **acceptable without change**.  
 The proposals are **acceptable but would be improved if the following changes were made:** (Please provide explanatory comment).  
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The proposals are **not acceptable but would be acceptable if the following changes were made:** (Please provide explanatory comment).  
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The proposals are **not acceptable under any circumstances.** (Please provide explanatory Comment).  
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Any other comments.  
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.....  
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.....

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

Address/Contact No:.....

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

KINGDOM OF BAHRAIN  
Ministry of Transportation  
and Telecommunications



مملكة البحرين  
وزارة المواصلات والاتصالات

# PART II

## LICENSING REGULATIONS

FOREWORD

CONTENTS

### **Bahrain CAA Publication Revisions Highlight Sheet**

ANTR: Part II       CAP: \_\_\_\_       TPM: \_\_\_\_

The following pages have been revised to Revision ICAO Annex 1, 11<sup>th</sup> Edition 2011 (Amendment 169, 170, 171, 172 and 173) dated 31/07/2016 and in accordance with the Article 4a of EASA cover regulations – Easy access rules for Aircrew (EU 1178/2011).

Item	Paragraph number	Pages	Reason
1.	FOREWORD	i	Paragraphs revised to indicate current revision and date
2.	CONTENTS	iii to iv	Editorial Amendment and new paragraph 1-9 added.
3.	1.5.1	1-6	Incorporation of sub chapter 1.5.1 and Editorial amendment



**FOREWORD**

1 The Kingdom of Bahrain Civil Aviation Affairs shall be known in these regulations as the “Authority”.

2 ANTR Volume 1 Part II – Licensing Regulations comprises of the following;

- (a) ANTR Part II - Licensing Regulations (General)
- (b) ANTR-FCL 1 - Aeroplane
- (c) ANTR-FCL 2 - Helicopter
- (d) ANTR-FCL 3 - Medical
- (e) ANTR-FCL 4 - Flight Engineer
- (f) ANTR 66 - Aircraft Maintenance Engineer

3 The editing practices used in this document are as follows:

- (a) ‘Shall’ is used to indicate a mandatory requirement and may appear in ANTRs.
- (b) ‘Should’ is used to indicate a recommendation and normally appears in AMCs and IEMs.
- (c) ‘May’ is used to indicate discretion by the Authority, the industry or the applicant, as appropriate.
- (d) ‘Will’ indicates a mandatory requirement and is used to advise of action incumbent on the Authority.

*NOTE: The use of the male gender implies the female gender and vice versa.*

4 The Authority has adopted associated compliance or interpretative material wherever possible and, unless specifically stated otherwise, clarification will be based on this material or other ANTR documentation.

5 Definitions and abbreviations of terms used in ANTR Part II can be located in ANTR Part 1 - Definitions.

6 New, amended and corrected text will be indicated with a side bar beside paragraphs, until a subsequent “amendment” is issued.

7 This 3<sup>rd</sup> Edition Revision 2 3 to ANTR Part II is dated ~~28 February, 2017~~ 27 January, 2022.

8 Please refer to the Volume 1 Revision Status and List of Effective Pages for current status.

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Refer to ANTR 66

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- 1.4.2 The Authority shall not permit a person to carry out instruction on a flight simulation training device required for the issue of a pilot licence or rating unless such person holds or has held an appropriate licence or has appropriate flight training and flight experience and has received proper authorisation from the Authority.

### **1.5 Circumstances in which an instrument rating is required**

The Authority, having issued a pilot licence, shall not permit the holder thereof to act either as pilot-in-command or as co-pilot of an aircraft under instrument flight rules (IFR) unless such holder has received proper authorisation from the Authority. Proper authorisation shall comprise an instrument rating appropriate to the aircraft category.

*Note: The instrument rating is included in the airline transport pilot licence — aeroplane or powered-lift category, multi-crew pilot licence, and commercial pilot licence — airship category.*

#### **1.5.1 Circumstances in which an instrument rating with PBN is required**

The Authority, having issued a pilot licence, shall not permit the holder thereof to act either as pilot-in-command or as co-pilot of an aircraft in accordance with the Performance Based Navigation operation procedures unless such holder has received proper authorisation from the Authority and the PBN privilege endorsed under instrument flight rules (IFR). Proper authorisation shall comprise an instrument rating with PBN appropriate to the aircraft category.

*Note1: The instrument rating is included in the airline transport pilot licence — aeroplane or powered-lift category, multi-crew pilot licence, and commercial pilot licence — airship category.*

*Note2: The Instrument rating privileges including that of PBN operation as applicable shall be endorsed upon compliance to the applicable requirement of Subpart-E & Subpart-J of ANTR FCL 1.*

### **1.6 Validity of Licences**

- 1.6.1 Unless otherwise directed by the Bahrain CAA, the validity period of the licence is 5 years from the date of issue.
- 1.6.2 The CAA, having issued a licence, shall ensure that the privileges granted by that licence, or by related ratings, are not exercised unless the holder maintains competency and meets the requirements for recent experience established under this Part.

### **1.7 Specifications for Personnel Licences**

- 1.7.1 The following details shall appear on the licence or validation document:

- I) Name of State (in bold type)
- II) Title of licence and category (in very bold type);
- III) Serial number of the licence, in Arabic numerals, given by the authority issuing the licence;